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 Base Data: Metro RCIS Libr., February 2008
 Geographic Projection Information
 NAD 83 HARN, Oregon North
 Lambert Conformal Conic

Proposed Traffic Mitigation

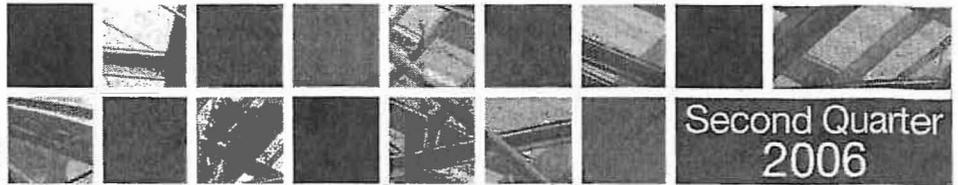


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EXHIBIT Q

Office market report

PORTLAND METRO AREA



Second Quarter
2006

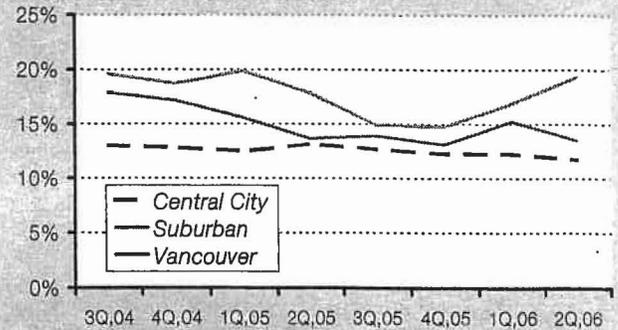
MARKET HIGHLIGHTS

- Vacancy rates in the Central City office market are trending towards single digits. Overall vacancy dropped from 12.27% to 11.75% and 130,098 square feet (sf) were absorbed this quarter. The market experienced healthy activity in both high-end and lower-quality properties. This was due to several factors, most importantly, a revitalized economy. We are seeing upward pressure on rates. Certain Class A buildings in the Central Business District (CBD) have increased rates by as much as \$2.50/sf already this year.
- The suburban market saw a decrease in vacancy from 15.26% last quarter to 13.53% currently and the absorption of 315,229 sf. Class A space is very tight in the suburban market and the squeeze on inventory is driving rental rates up. There are only 3 submarkets with vacancies higher than 6%. Class B inventory has been reporting higher vacancy rates as many tenants upgraded space in the last few quarters, but we are starting to see greater absorption this quarter. Currently, Class B space is absorbing more square footage than either Class A or Class C.
- The Vancouver office market experienced a negative absorption of 83,126 sf, but added 64,975 sf of inventory this quarter. Though vacancy is at 19.33%, it is interesting to note that Vancouver's market has experienced some of the most growth over the past year. Since second quarter of 2005, the Vancouver market has added over 400,000 sf of office space, making it the largest market of the Suburban submarkets.

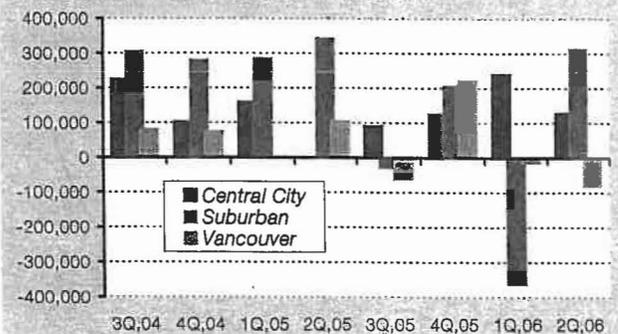
SIGNIFICANT DEALS

- **Laika Inc.**, Phil Knights animation studio, announced on June 23 its expansion into a 60,000 sf Northwest Portland office building

VACANCY COMPARISON



ABSORPTION COMPARISON



a few blocks away from the Laika's current headquarters on Northwest 22nd Ave and Pettygrove Street.

- **IPERS Nimbus Oaks-Oregon, Inc.** has purchased 171,828 sf of office space at 9000 - 9560 SW Nimbus Avenue, referred to as Nimbus Oaks Office Park, for \$25.125 million from Schnitzer Investment Corporation.

- **John Neimeyer** has sold the Convention Plaza, located at 123 NE 3rd Ave. in Portland, for \$8.866 million. The Portland Development Commission purchased the 96,000 sf of office building.

MARKET SUMMARY

SUBMARKET	INVENTORY	AVAILABLE** SQUARE FEET	%** VACANT	NET** ABSORPTION	UNDER CONSTRUCTION
Central City*					
Central Business	14,250,943	1,625,726	11.41	68,322	0
Lloyd	2,087,070	240,068	11.50	11,938	0
Northwest	2,427,050	338,919	13.96	49,838	0
TOTAL	18,765,063	2,204,713	11.75	130,098	0
Suburban*					
Sunset Corridor	3,173,148	700,112	22.06	77,810	57,514
Central 217	1,673,040	269,984	16.14	28,137	0
Southern 217	940,876	62,250	6.62	9,227	0
Barbur Boulevard	581,268	99,194	17.07	(5,003)	0
Beav-Hillsdale/Sylvan	773,809	153,176	19.80	7,570	0
Central Beaverton	623,431	93,860	15.06	17,924	0
I-5 South	1,662,225	145,412	8.75	60,212	128,621
SW Waterfront/Johns Lndg	1,105,097	112,580	10.19	5,927	0
Kruse Way	2,068,258	118,078	5.71	(1,206)	107,490
Lake Oswego/West Linn	506,935	48,896	9.65	(12,974)	81,000
North/Northeast	896,532	148,362	16.55	3,720	99,558
Central 205	1,215,433	176,456	14.52	14,797	0
Southeast	656,253	19,634	2.99	109,088	30,000
TOTAL	15,876,305	2,147,994	13.53	315,229	504,183
Vancouver	3,524,286	681,073	19.33	(83,126)	75,748

*Additions and Subtractions to the numbers above are in our detailed report 312
**Numbers only reflect direct space.



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GROUP

MACKENZIE

TRANSPORTATION
IMPACT ANALYSIS

WILLAMETTE 205
CORPORATE CENTER

West Linn, Oregon



Prepared For
Blackhawk, LLC

Revised On
August 16, 2006

Submittal To
City of West Linn

Project Number
2060016.00

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I. INTRODUCTION

This Transportation Impact Analysis has been prepared for the Willamette 205 Corporate Center located on the northwest corner of the Blankenship Road/Tannler Drive intersection in West Linn, Oregon. Figure 1 is a vicinity map indicating site location.

PROJECT DESCRIPTION

The proposed Willamette 205 Corporate Center will consist of three office buildings totaling up to 300,000 SF. The buildings will be constructed in phases with the southern building along Blankenship constructed first. Figure 2A presents the proposed Phase 1 site plan with the first building, and Figure 2B presents the full site plan.

SCOPE OF REPORT

This analysis conforms to City of West Linn and ODOT requirements for a traffic study, including intersection impact analysis, sight distance review, crash history and local pedestrian and bicycle facilities. Based on a review of the applicable standards and a discussion with City and ODOT staff, the study area for this analysis includes the following intersections:

- 10th Street/I-205 Southbound Ramps
- 10th Street/I-205 Northbound Ramps
- 10th Street/Blankenship Road
- Blankenship Road/Tannler Drive
- Blankenship Road/13th Street
- Tannler Drive/Site Access

Analysis was conducted for the following scenarios during the weekday AM and PM peak hours:

- 2006 Existing
- 2007 Pre-Development without Tannler East
- 2007 Phase 1 without Tannler East
- 2007 Post-Development without Tannler East
- 2007 Pre-Development with Tannler East
- 2007 Phase 1 with Tannler East
- 2007 Post-Development with Tannler East

SUMMARY OF ISSUES

Attendance at the Tannler East Planning Commission and City Council Hearings has brought specific attention to transportation issues associated with the proposed development. Unlike the Tannler East application, traffic mitigation proposed for the Willamette 205 Development retains left-turns into the commercial site to the south.

Because the status of Tannler East is unknown at this time, the TIA presents mitigation strategies with or without Tannler East developing. Additionally, the 2015 traffic analysis prepared for the Tannler East development was reviewed to ensure transportation planning consistency. Findings and conclusions presented in Tannler East analysis accurately address 2015 conditions and are consistent with findings presented in the TIA. Further, because the proposed Willamette 205 Corporate Center development is consistent with the comprehensive plan designation, it is concluded additional 2015 analysis is not necessary.

Existing right-of-way widths necessary for the proposed mitigation efforts are sufficient enough to accommodate the proposed mitigation methods. Specifically, the worst-case scenario mitigation is listed below:

Proposed Mitigation for Tannler East

- Stripe a 150' left-turn lane southbound on Tannler at Blankenship.
- Modify the Salamo approach to 10th Avenue to provide a shared through/left lane and split phasing at the signal.
- Install a signal at Tannler/Blankenship and stripe a 150' left-turn lane

Additional Mitigation for First Willamette 205 Building

- Add a second eastbound right-turn lane on Blankenship at 10th Avenue.
- Adjust the Blankenship/Salamo/10th signal to provide more AM green time to Salamo and increase the westbound left-turn lane storage to 300'.
- Increase the storage from 150' to 350' for the southbound left-turn lane on Tannler at Blankenship.

Additional Mitigation for all Three Willamette 205 Buildings

- Stripe two through lanes on 10th between the I-205 ramps (requires pavement widening).
- Add a second 150' northbound through lane on 10th at the southbound I-205 ramps.
- Add a westbound right-turn lane on Blankenship at Tannler (provides second receiving lane).
- Re-stripe northbound 10th Avenue to a shared left/right lane at Blankenship.

Other Traffic Concerns in the area

- As is stated above, the proposed mitigation allows the existing left-turn into the commercial development to the south with the addition of a new signal at Tannler and Blankenship.
- As was discussed in previous discussions with the City and neighborhood groups, the applicant proposes to restrict the access from Tannler into the site to prohibit left-out movements. This restriction will eliminate trips associated with the proposed development from entering adjacent residential areas.

II. EXISTING CONDITIONS

SITE CONDITIONS

The site is currently vacant and overall site area is 10.71 acres in size. The site is currently zoned Office Business Center (OBC) and the proposed uses are allowed outright.

TRANSPORTATION FACILITIES

The following is a summary of the study area roadway classifications and descriptions as identified in the City of West Linn’s Transportation Plan and field observations by Group Mackenzie staff.

TABLE 1 – ROADWAY CHARACTERISTICS					
Roadway	City Classification	Posted Speed	Travel Lanes	Bike Lanes	Sidewalks
I-205 Ramps	Interstate Highway	55 mph	4	No	No
10 th Street	Arterial	Not Posted	3	Yes	Yes
Salamo Road	Arterial	40/25 mph	2/3	No	No
Blankenship Road	Collector	25 mph	3	Yes	Yes
Tannler Drive	Collector	25 mph	2	Yes	No
13 th Street/Summerlinn	Local Street	Not Posted	2	No	Yes

Source: City of West Linn Transportation System Plan

The 10th Street/I-205 Southbound Ramp and Blankenship/Salamo intersections are signalized and operated by a single controller maintained by ODOT.

A traffic signal has recently been constructed at the 10th Street/I-205 Northbound Ramp intersection. This signal is mitigation for an office building on Blankenship Road.

The Blankenship Road/Tannler Drive intersection is two-way stop-controlled on Tannler Drive and the shopping center approach, and provides left-turn lanes on Blankenship Road.

Existing lane configurations and traffic control are identified in Figure 3.

PLANNED IMPROVEMENTS

The City of West Linn’s Capital Improvement Plan indicates no roadway or intersection projects are planned in the study area.

With the proposed Tannler East development, proposed mitigation includes a traffic signal at the Blankenship Road/Tannler Drive intersection, striping a left-turn lane on Tannler Drive and modifying the Salamo approach to 10th Street to provide a shared through/left lane and split signal phasing. Due to the recent project denial at both Planning Commission and City Council hearings, this report contains analysis with and without the project trips and proposed mitigation measures.

Additionally, the 2015 traffic analysis prepared for the Tannler East development was reviewed to ensure transportation planning consistency. Findings and conclusions presented in Tannler East analysis accurately address 2015 conditions and are consistent with findings presented in this analysis. Further, because the proposed Willamette 205 Corporate Center development is consistent with the comprehensive plan designation, it is concluded additional 2015 analysis is not necessary. Rather, this analysis focuses on near-term (2007), development-related impacts.

EXISTING TRAFFIC COUNTS

Existing traffic turning movement counts were obtained in February 2006 on weekdays between 7:00 – 9:00 AM and 4:00 – 6:00 PM. The weekday AM and PM peak hour volumes are presented in Figures 4A and 4B.

PEDESTRIAN AND BICYCLE FACILITIES

Sidewalks will be provided along Tannler Drive with site development. Currently, sidewalks and bicycle lanes are located on the site frontage of Blankenship Road.

TRANSIT SERVICE

Transit service in the area is provided by Tri-Met. The nearest route, 154 Willamette, travels between the Willamette neighborhood and the Oregon City Transit Center. The nearest stop is located on Blankenship Road at Tannler Drive. Buses run every half-hour during weekday commutes and hourly on weekdays.

CRASH ANALYSIS

When evaluating the relative intersection safety, consideration is not only given to the total number and types of crashes occurring, but also the number of vehicles entering the intersection. This leads to the concept known as “crash rate,” which is usually expressed in terms of the number of crashes occurring per one million vehicles entering the intersection (mev). Intersections having a crash rate less than 1.0/mev are generally considered relatively safe. At crash rates higher than 1.0/mev, consideration may be given to correcting operational problems.

Crash data for the study area intersections were obtained from ODOT staff for January 2001 through December 2005. Crash rates were calculated in accordance with standard guidelines. The following table represents calculated crash rates at the study intersections for the five-year data period. Annual traffic entering the intersections was estimated by multiplying the average annual daily traffic (AADT) entering the intersection by 365. AADT was estimated by multiplying the intersection PM peak hour volumes by 10.

Crash data for the study area intersections is presented in the following table.

Intersection	2001	2002	2003	2004	2005	Total	AADT	Rate
10 th Street/I-205 SB Ramps	0	3	2	0	1	6	17,540	0.19
10 th Street/I-205 NB Ramps	1	2	1	2	2	8	15,510	0.28
10 th Street/Blankenship Road	2	0	0	0	2	4	17,300	0.13
Blankenship Road/Tannler Drive	1	1	1	0	2	5	11,990	0.23
Blankenship Road/13 th Street	0	0	0	0	0	0	7,810	0.00

There were a total of 23 crashes reported at the study area intersections. Crash rates are below the threshold rate of 1.0/mev; therefore, the study area intersections do not currently warrant further consideration for safety mitigation measures. Crash data and calculations are located within the appendix.

III. PRE-DEVELOPMENT CONDITIONS

BACKGROUND GROWTH

Background growth is general growth in traffic not related to traffic from specific projects. The Tannler East traffic study, prepared by Lancaster Engineering, anticipates a 3% per year growth rate that is also assumed in this analysis. One year of growth at this rate was applied to existing traffic volumes to project traffic 2007 volumes. Background growth for study area intersections is presented in Figures 5A and 5B for the AM and PM peak hours.

IN-PROCESS TRAFFIC

In-process traffic is traffic that will be generated by approved projects not complete at the time of analysis. We have included all in-process traffic volumes from the Lancaster Engineering study for Tannler East, as well as two additional residential projects identified by City staff. These include:

- Fields Park
- Cove Place

Trips generated by these two sites were estimated from the Institute of Transportation Engineers (ITE) *Trip Generation*, 7th Edition, using single-family homes. Trip generation and distribution for the two sites are included in the appendix. Figures 6A and 6B summarize the AM and PM peak hour trip assignment for the in-process projects.

The proposed Tannler East development has not yet been approved; therefore, this analysis has been prepared with and without the project. This includes both the trips it would generate and the proposed mitigation measures. Trip assignment for Tannler East is presented in Figures 6C and 6D.

PRE-DEVELOPMENT TRAFFIC VOLUMES

Pre-development traffic is the sum of existing volumes, background growth and in-process traffic; and represents conditions without the proposed development. Figures 7A and 7B present the 2007 AM and PM peak hour pre-development traffic volumes without Tannler East. Volumes with Tannler East are shown in Figures 7C and 7D.

IV. SITE DEVELOPMENT

TRIP GENERATION

Trip generation calculations were prepared using the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 7th Edition. Trip generation for the site was calculated based on regression equations for Land Use Code 710, General Office. The table below presents the anticipated trip generation for Phase 1 with a 107,500 SF building, and full buildout of all three buildings, totaling 300,000 SF.

Scenario	KSF	ADT	AM Peak		PM Peak	
			Enter	Exit	Enter	Exit
Phase 1	107.5	1,119	143	19	26	124
Three Buildings	300.0	3,109	397	54	71	344

For purposes of this analysis, all trips are assumed to be automobile trips, and no transportation demand management measures have been assumed.

TRIP DISTRIBUTION AND ASSIGNMENT

Trip distribution is based upon evaluation of existing traffic patterns at the adjacent office buildings and study area intersections and a review of recent traffic studies prepared in the area. Approximately 60% of site traffic is expected to travel to and from the site on Interstate 205, while 20% will travel north on Tannler and Salamo to residential areas in Lake Oswego and West Linn. It is estimated 5% of site traffic will also travel to and from the retail develop on the south side of Blankenship and 5% of site traffic will travel to and from the west on Blankenship. The remaining 10% of trips are divided along Willamette Falls Drive.

The distribution of trips for the first building in Phase 1 is presented in Figures 8A and 8B. This assumes a small number of trips arriving from the south would use the main site access on Tannler Drive to gain access to the upper level of the parking structure. The overall distribution and assignment with full development of all three buildings is shown in Figures 9A and 9B for the AM peak and PM peak hours, respectively.

POST-DEVELOPMENT TRAFFIC

Post-development traffic is the sum of pre-development traffic volumes and site traffic volumes. Figures 10A-10D illustrate 2007 Phase 1 post-development traffic volumes, both without and with Tannler East.

Full buildout post-development volumes are presented in Figures 11A-11D.

ACCESS ANALYSIS

The site will have use of three driveways.

The two existing driveways of the West Linn Corporate Park adjacent to the west will be available for access to the site. Limited use of the driveway on Summerlinn is expected. The driveway to Blankenship, opposite the Albertsons driveway, will be the primary access point for the Phase 1 building at the south end of the site.

One new driveway is proposed on Tannler Drive. The main access will be located approximately 645' north of Blankenship Road and will be constructed with Phase 1 development.

With low volumes of left turns to the northern site access and Tannler East access, no turning movement conflicts are anticipated.

SIGHT DISTANCE ANALYSIS

The recommended sight distances in AASHTO's *A Policy on Geometric Design of Highways and Streets*, 2004 Edition, for minor street left and right turns are based on the vehicular speed as described in AASHTO Exhibits 9-55 and 9-58, respectively. The sight distance recommendations provide sufficient time for the minor-road vehicle to accelerate from a stop and complete a turn without unduly interfering with major-road traffic operations. Vehicular speeds were assumed to be the posted speeds. A speed study was not conducted in this area.

For Tannler Drive, with a posted speed of 25 mph, 280' is needed for left turns and 240' for right turns. Sight distances at the proposed driveways to Tannler Drive were measured in accordance with AASHTO standards to be available in excess of 350' in both directions.

Landscaping should be placed such that there are no obstructions within the clear vision area.

V. INTERSECTION AND ROADWAY ANALYSIS

INTERSECTION CAPACITY AND LEVEL OF SERVICE

Intersection capacity calculations were conducted using the methodologies presented in the *2000 Highway Capacity Manual*. A summary of the methodology is included in the appendix. Synchro/SimTraffic software was used to prepare the capacity and level of service calculations. Copies of the calculations are also included in the appendix.

The concept of level of service (LOS) has been developed as a national standard by traffic engineers to allow a qualitative measure of an intersection's operation. LOS "A" is representative of generally free-flowing conditions while a LOS "F" is representative of side street delays greater than 50 seconds for an unsignalized intersection. For the study area roadways, City of West Linn considers a LOS "D" as acceptable.

Unsignalized intersections are evaluated on the delay experienced by each lane or lane group and the total intersection average. This delay corresponds to the lane or lane group's reserve capacity, which is a measure of the capacity of a movement that is unused. Because major street traffic is nearly unimpeded, the intersection average does not always reflect the delays experienced by side street traffic. For this reason, the lane or lane group that experiences the highest delay is reported for the intersection as a whole, along with the corresponding level of service and volume to capacity (v/c) ratio.

ODOT uses the v/c ratio to measure performance of its highways. For the ramp interchanges at 10th Street, ODOT requires a v/c of 0.99 during the design hour. The traffic analysis has been prepared using Synchro/SimTraffic software. The current ODOT phasing and timing for the 10th Street/I-205 Southbound Ramp and Blankenship/Salamo intersections was used in this model. The two intersections have a single controller that maintains a fixed time operation to ensure traffic progresses through the closely spaced intersections without blocking either one. All mitigation measures assume the intersections will retain the current timing plan with minor revision to improve operation.

Due to Tannler East development uncertainty, we have analyzed conditions both with and without its trips. Operation analysis was performed for the weekday AM and PM peak hour at the study area intersections for the following scenarios:

- 2006 Existing
- 2007 Pre-Development without Tannler East
- 2007 Phase 1 without Tannler East
- 2007 Post-Development without Tannler East
- 2007 Pre-Development with Tannler East
- 2007 Phase 1 with Tannler East
- 2007 Post-Development with Tannler East

Calculation results are summarized in the following tables. The improvements proposed at the study area intersections are consistent with the long-term recommendations identified in the Tannler East analysis.

2007 Pre-Development without Tannler East

Pre-development traffic conditions without the Tannler East development result in unacceptable operation at the intersections of Blankenship Road at Tannler Drive and at 10th Street. Left turns from Tannler and the shopping center would experience long delays, particularly in the PM peak hour. At this time there is no plan for a traffic signal. At the Blankenship/10th/Salamo intersection the long queues in the AM on the Salamo approach will result in an overall delay corresponding to LOS F.

2007 Phase 1 without Tannler East

With the addition of Phase 1 building trips, operations at the Blankenship/10th/Salamo intersection would result in long queues on the Salamo approach during the AM peak hour. To mitigate these long queues and provide the necessary capacity without increasing the green time for the Salamo approach, the existing through lane could be converted to a shared through/left lane with corresponding signal phasing changes. The signal would need to be modified to allow split phasing for the Salamo and Blankenship approaches. Currently, the left and through movements from Salamo run first (24 seconds), followed by a common green phase for through trips (18 seconds) on both Salamo and Blankenship. By changing to a split phase, the through movement on Blankenship would not lose any green time, while the through movement on Salamo has its total time reduced from 42 to 26 seconds. This change does not result in capacity or queuing problems for the through movements. Pedestrian times for the south crossing of the intersection would not be changed.

The intersections of the existing office/Albertsons driveway to Blankenship Road, as well as the Tannler/East Albertsons driveway to Blankenship Road will experience long delays (LOS F) for side street left turns. Even with these delays, a traffic signal would not be warranted at either location based on the peak hour volumes.

2007 Post-Development without Tannler East

With full site development, a signal will be needed at the Blankenship Road/Tannler intersection. In addition, a separate left-turn lane and shared through/right lane should be striped on Tannler at the intersection. The signal should operate with permitted left turns on Blankenship and split phasing for Tannler and the East Albertsons driveway.

The additional site traffic also requires further changes to the Blankenship/10th/Salamo intersection. A second eastbound right-turn lane on Blankenship is needed to mitigate queues from backing up to Tannler. This lane could be added along the shopping center frontage and would not require any signal timing changes. Timing changes would be needed on the Salamo approach to provide adequate capacity for the left-turn/through movements in the AM peak hour. The total time would need to be increased from 24 to 28 seconds. This would reduce the Blankenship through movement's total time from 18 to 14 seconds. This will have little impact on the pedestrian crossings at the south end of the intersection. With a total crossing distance of 104', 26 seconds is needed to cross at 4' per second. The current green time is only 14 seconds, so pedestrians would override the

signal timing. With the low volume of pedestrian crossings at this location, the intersection would have little disruption.

At the 10th Street/I-205 Southbound Ramp intersection, a second northbound through lane with storage of 150' should be provided.

On 10th Street between the two ramp intersections, the two southbound lanes at the southbound ramp merge into a single-through lane. In order to better utilize these two lanes, we recommend the two through lanes on 10th Street be striped all the way to the northbound ramp intersection with a trap lane for the left-turn movement to the on ramp.

The following table presents a summary of intersection operation with all of the recommended improvements.

Intersection		2006 Existing			2007 Pre			Phase 1			2007 Post		
		v/c	Delay	LOS	v/c	Delay	LOS	v/c	Delay	LOS	v/c	Delay	LOS
13th Street/ Office Access	AM	0.01	9.1	A	0.01	9.1	A	0.01	9.1	A	0.01	9.1	A
	PM	0.08	9.3	A	0.08	9.3	A	0.08	9.3	A	0.08	9.3	A
13th Street/ Blankenship Road	AM	0.16	15.2	C	0.22	18.9	C	0.22	19.2	C	0.22	19.6	C
	PM	0.22	18.8	C	0.30	25.5	D	0.31	25.9	D	0.31	26.6	D
Blankenship Road/ Albertsons Access	AM	0.11	14.1	B	0.13	16.5	C	0.13	23.6	C	0.21	32.4	D
	PM	0.27	25.2	D	0.50	27.7	D	1.16	173.6	F	1.44	281.8	F
Blankenship Road/ Tanner Drive	AM	0.57	35.4	E	0.79	63.0	F	0.90	122.8	F	0.60	16.2	B
	PM	0.57	68.8	F	0.91	171.0	F	1.13	376.7	F	0.55	21.1	C
Blankenship Road/ 10 th Street	AM	0.65	73.5	E	0.68	85.6	F	0.60	33.8	C	0.72	24.8	C
	PM	0.57	39.1	D	0.65	41.9	D	0.65	24.1	C	0.57	23.7	C
10 th Street/ I-205 SB Ramp	AM	0.53	25.6	C	0.57	30.6	C	0.60	33.8	C	0.53	30.2	C
	PM	0.55	29.0	C	0.61	30.8	C	0.64	31.5	C	0.68	31.5	C
10 th Street/ I-205 NB Ramp	AM	0.58	13.6	B	0.64	15.0	B	0.67	16.8	B	0.74	20.0	C
	PM	0.52	12.0	B	0.56	12.7	B	0.60	13.5	B	0.66	15.1	B
Tanner Drive/ Site Access	AM							0.01	9.6	A	0.04	10.3	B
	PM							0.03	9.3	A	0.22	10.0	B

v/c, delay and LOS are calculated for the critical approach at unsignalized intersections

2007 Pre-Development with Tannler East

The Tannler East development proposes to construct mitigation including installation of a traffic signal at the Tannler/Blankenship Road intersection and modifying the Salamo approach to 10th Street to provide a shared through/left lane and split phasing at the signal. With these improvements, all intersections are expected to operate at acceptable levels of service.

2007 Phase 1 with Tannler East

With traffic from the first building, additional improvements will be needed at the Blankenship/10th/Salamo intersection. A second eastbound right-turn lane on Blankenship is needed to mitigate queues from backing up to Tannler. This lane could be added along the shopping center frontage and would not require any signal timing changes. Timing changes would be needed on the Salamo approach to provide adequate capacity for the left-turn/through movements in the AM peak hour. The total time would need to be increased from 24 to 28 seconds. This would reduce the Blankenship through movement's total time from 18 to 14 seconds. This will have little impact on the pedestrian crossings at the south end of the intersection. With a total crossing distance of 104', 26 seconds is needed to cross at 4' per second. The current green time is only 14 seconds, so pedestrians would override the signal timing. With the low volume of pedestrian crossings at this location, the intersection would have little disruption.

2007 Post-Development with Tannler East

At the 10th Street/I-205 Southbound Ramp intersection, a second northbound through lane with storage of 150' should be provided.

On 10th Street between the two ramp intersections, the two southbound lanes at the southbound ramp merge into a single-through lane. In order to better utilize these two lanes, we recommend the two through lanes on 10th Street be striped all the way to the northbound ramp intersection with a trap lane for the left-turn movement to the on ramp.

The northbound 10th Street approach to Blankenship/Salamo should be striped to provide a left-turn lane and shared left/right lane. This does not require any signal timing or phasing changes.

In order to provide a second receiving lane on Blankenship Road for the double left-turn lanes from 10th Street, a westbound right-turn lane needs to be provided at the intersection with Tannler. This lane would extend back to the 10th Street intersection.

The following table presents a summary of intersection operation with all of the recommended improvements.

Intersection		2006 Existing			2007 Pre			Phase 1			2007 Post		
		v/c	Delay	LOS	v/c	Delay	LOS	v/c	Delay	LOS	v/c	Delay	LOS
13th Street/ Office Access	AM	0.01	9.1	A	0.01	9.1	A	0.01	9.1	A	0.01	9.1	A
	PM	0.08	9.3	A	0.08	9.3	A	0.08	9.3	A	0.08	9.3	A
13th Street/ Blankenship Road	AM	0.16	15.2	C	0.22	19.5	C	0.23	19.8	C	0.23	20.5	C
	PM	0.22	18.8	C	0.32	27.0	D	0.32	27.7	D	0.33	28.4	D
Blankenship Road/ Albertsons Access	AM	0.11	14.1	B	0.03	17.1	C	0.13	26.2	D	0.21	31.9	D
	PM	0.27	25.2	D	0.41	40.9	E	1.18	185.8	F	1.42	239.0	F
Blankenship Road/ Tannler Drive	AM	0.57	35.4	E	0.46	16.4	B	0.54	16.3	B	0.47	15.3	B
	PM	0.57	68.8	F	0.41	16.6	B	0.48	17	B	0.61	20.3	C
Blankenship Road/ 10 th Street	AM	0.65	73.5	E	0.62	34.7	C	0.66	24.3	C	0.62	24.8	C
	PM	0.57	39.1	D	0.64	26.4	C	0.62	25.5	C	0.58	25.0	C
10 th Street/ I-205 SB Ramp	AM	0.53	25.6	C	0.58	30.6	C	0.61	33.8	C	0.55	30.5	C
	PM	0.55	29.0	C	0.68	34.2	C	0.70	33.8	C	0.65	28.2	C
10 th Street/ I-205 NB Ramp	AM	0.58	13.6	B	0.69	17.1	B	0.72	19.1	B	0.78	22.9	C
	PM	0.52	12.0	B	0.63	14.2	B	0.66	15.2	B	0.72	17.3	B
Tannler Drive / Site Access	AM							0.01	10.0	A	0.05	10.6	B
	PM							0.03	9.7	A	0.23	10.5	B

v/c, delay and LOS are calculated for the critical approach at unsignalized intersections

QUEUING ANALYSIS

Queuing analysis was performed in accordance with ODOT standards using SimTraffic software with a 10 minute seeding interval and a 60-minute recording interval. The average queue lengths and 95th percentile queue lengths are reported for all movements in the study area intersections. The 95th Percentile queuing is used for design purposes, and is reported to the nearest 25' increment. The existing storage lengths and summary of the peak queue at the study area intersections are listed in the Tables 5A and 5B below for scenarios without and with the Tannler East development, respectively. The peak queue reported as the longest of either the AM or PM analysis. Queues that exceed the available storage are shown in bold.

TABLE 5A - QUEUING CALCULATIONS WITHOUT TANNER EAST										
Intersection	Lane Groups		2006 Existing		2007 Pre		Phase 1		2007 Post	
			Storage	Queue	Storage	Queue	Storage	Queue	Storage	Queue
Blankenship/ Site Access/ Albertsons	EB	Lt	100	25/25	100	25/25	100	25/25	100	25/50
	WB	Lt	100	25/50	100	25/50	100	25/50	100	25/75
	NB	Lt/Th/Rt	100	50/125	100	75/125	100	100/250	100	100/200
	SB	Lt/Th/Rt	200	25/75	200	25/75	200	150/375	200	350/625
Blankenship/ Tanner	EB	Lt	100	25/50	100	25/75	100	50/100	100	50/100
		Th/Rt	300	0/0	300	0/0	300	200/375	300	275/400
	WB	Lt	100	50/75	100	50/100	100	50/100	200	100/150
		Th Rt	250	0/0	250	0/0	250	25/50	250	175/300
	NB	Th/Lt	100	25/100	100	100/275	100	150/350	100	25/75
		Rt	100	75/125	100	200/350	100	275/300	100	75/150
	SB	Lt	NA	75/150	NA	150/375	250	200/275	250	175/250
		Th/Rt	NA	75/150	NA	150/375	NA	300/575	NA	75/300
Blankenship/ 10 th Street	EB	Th	150	100/175	150	125/200	150	150/200	150	150/225
		Rt	200	175/275	200	225/300	200	250/250	200	175/300
	WB	Lt	125	150/150	125	200/275	300	225/275	300	225/350
		Th	NA	800/875	NA	800/1025	NA	700/1000	NA	775/975
	NB	Lt	175	100/175	175	100/175	175	125/200	175	150/225
		Rt	150	50/175	150	50/125	150	50/150	150	75/225
10 th Street/ I-205 SB	WB	Th/Lt	225	125/225	225	170/275	225	175/325	225	225/575
		Rt	225	100/200	225	125/225	225	125/250	225	175/350
	NB	Lt	225	125/225	225	175/250	225	175/275	225	150/275
		Th	460	250/350	460	275/375	460	200/350	460	275/375
SB	Th/Rt	100	125/250	100	200/275	100	200/275	100	175/225	
10 th Street/ I-205 NB	EB	Th/Lt	100	75/125	100	125/250	100	225/475	100	200/350
		Rt	100	25/50	100	50/75	100	75/225	100	50/150
	NB	Th	250	125/200	250	250/550	250	375/800	250	325/650
		Rt	75	50/75	75	75/200	75	125/325	75	100/250
	SB	Lt	100	100/150	100	125/150	100	125/150	460	200/300
		Th	460	125/275	460	175/350	460	225/350	460	125/225

Average Queue / 95th Queue (Feet)

TABLE 5B - QUEUING CALCULATIONS WITH TANNLER EAST

Intersection	Lane Groups		2006 Existing		2007 Pre		Phase 1		2007 Post	
			Storage	Queue	Storage	Queue	Storage	Queue	Storage	Queue
Blankenship/ Site Access/ Albertsons	EB	Lt	100	25/25	100	25/25	100	25/25	100	25/50
	WB	Lt	100	25/50	100	25/50	100	25/50	100	25/75
	NB	Lt/Th/Rt	100	50/125	100	75/175	100	100/150	100	175/375
	SB	Lt/Th/Rt	200	25/75	200	50/75	200	125/250	200	375/625
Blankenship/ Tannler	EB	Lt	100	25/50	100	25/100	100	50/100	100	50/125
		Th/Rt	300	0/0	300	0/0	300	200/350	300	300/375
	WB	Lt	100	50/75	100	50/100	100	75/150	200	125/150
		Th Rt	250	0/0	250	0/50	250	125/250	250	225/325
	NB	Th/Lt	100	25/100	100	150/325	100	25/75	100	25/75
		Rt	100	75/125	100	225/350	100	75/100	100	75/150
	SB	Lt	NA	75/150	NA	175/200	350	100/175	350	200/350
		Th/Rt				300/475	NA	25/50	NA	75/275
Blankenship/ 10 th Street	EB	Th	150	100/175	150	125/200	150	150/200	150	150/200
		Rt	200	175/275	200	225/275	200	150/250	200	200/300
	WB	Lt	125	150/150	125	225/275	300	200/275	300	250/400
		Th	NA	800/875	NA	500/875	NA	700/1000	NA	775/975
	NB	Lt	175	100/175	175	125/200	175	125/200	175	150/225
		Rt	150	50/175	150	75/200	150	75/225	150	100/225
10 th Street/ I-205 SB	WB	Th/Lt	225	125/225	225	175/300	225	200/475	225	400/1125
		Rt	225	100/200	225	150/250	225	200/375	225	250/475
	NB	Lt	225	125/225	225	175/275	225	175/275	225	150/250
		Th	460	250/350	460	300/375	460	300/350	460	200/325
SB	Th/Rt	100	125/250	100	200/300	100	150/225	100	200/350	
10 th Street/ I-205 NB	EB	Th/Lt	100	75/125	100	150/300	100	250/525	100	200/350
		Rt	100	25/50	100	50/125	100	75/225	100	50/125
	NB	Th	250	125/200	250	350/750	250	500/925	250	225/500
		Rt	75	50/75	75	125/325	75	175/400	75	75/200
	SB	Lt	100	100/150	100	125/150	100	200/300	460	200/320
		Th	460	125/275	460	225/350	460	125/225	460	125/250

Average Queue / 95th Queue (Feet)

SIGNAL WARRANT ANALYSIS

Guidelines for installation of traffic signals are presented in the Millennium Edition of the *Manual on Uniform Traffic Control Devices* (MUTCD). These guidelines are referred to as signal warrants. The MUTCD identifies eight signal warrants that present criteria for consideration of a traffic signal. Typically, an intersection will first meet the peak hour volume signal warrant (MUTCD Warrant 3). For this reason, it is the first warrant reviewed, although meeting it alone is generally not considered sufficient for installation of a traffic signal. If the peak hour warrant is met, then other warrants may be reviewed.

Peak hour warrants were reviewed for the intersections of Blankenship Road with Tannler and the site/Albertsons access. Signal warrants are not met at either location under the Phase 1 scenario without development of Tannler East. With Tannler East, a signal has been proposed at the Tannler intersection with Blankenship.

Under full development conditions, a signal would be warranted at the Tannler intersection with Blankenship.

A signal is not recommended at the site/Albertsons access due to the close proximity to the proposed signal at the Tannler intersection and geometrics of the driveway approaches, including slopes, alignment and storage.

Copies of the signal warrant worksheets are located within the appendix.

VI. SUMMARY

This transportation impact analysis has been prepared for the Willamette 205 Corporate Center located on the northwest corner of the Blankenship Road/Tannler Drive intersection in West Linn, Oregon. The project will consist of three office buildings totaling 300,000 SF. The buildings will be built in phases with the southern building along Blankenship constructed first.

The study area and analysis scenarios were determined based on City of West Linn and ODOT standards. Six intersections were reviewed during the weekday AM and PM peak hours for existing conditions and development scenarios both with and without the proposed Tannler East development.

The site is currently vacant and overall site area is 10.71 acres in size. The site is currently zoned Office Business Center (OBC) and the proposed uses are allowed outright.

The City of West Linn's Capital Improvement Plan indicates no roadway or intersection projects are planned in the study area. With the proposed Tannler East development, mitigation has been proposed that includes a traffic signal at the intersection of Blankenship Road with Tannler Drive, striping a left-turn lane on Tannler Drive and modifying the Salamo approach to 10th Street to provide a shared through/left lane and split phasing at the signal. Due to the uncertainty of the approval of Tannler East, we have considered conditions both with and without the project trips and mitigation measures.

A traffic signal has recently been constructed at the 10th Street/I-205 Northbound Ramp intersection. This signal is mitigation for an office building on Blankenship Road.

Existing intersection turning movement counts were obtained in February 2006 on weekdays between 7:00 – 9:00 AM and 4:00 – 6:00 PM.

Transit service in the area is provided by Tri-Met route 154 Willamette, with stops on Blankenship Road at Tannler Drive. Sidewalks will be provided along the entire site frontage of Blankenship Road and Tannler Drive.

Crash data for the study area intersections was obtained from ODOT staff for January 2001 through December 2005. Road Crash rates were calculated in accordance with standard guidelines. There were a total of 23 crashes reported at the study area intersections. Crash rates are below the threshold rate of 1.0/mev; therefore, the study area intersections do not currently warrant further consideration for safety mitigation measures.

A background growth rate of 3% per year was applied to existing traffic volumes. This rate is consistent with other analyses in the area and transportation modeling estimates. Traffic from the approved, but not yet constructed, in-process projects was added to existing volumes as well. We have included all in-process traffic volumes from the study for Tannler East, as well as the Fields Park and Cove Place residential developments.

Trip generation for the proposed Willamette 205 Corporate Center was estimated based on trip rates for office buildings presented in the Institute of Transportation Engineers (ITE) *Trip Generation, 7th Edition*. With the Phase 1 building of 107,500 SF, a total of 1,119 daily, 162 AM and 150 PM trips are anticipated. At full buildout of all three buildings, totaling 300,000 SF, the site is expected to generate 3,109 daily, 451 AM and 415 PM trips.

Three driveways will be available to the proposed site including the two existing driveways of the West Linn Corporate Park, and one new driveway to Tannler Drive. The new driveway on Tannler Drive will be located approximately 645 feet north of Blankenship Road. Sight distance is available in excess of minimum AASHTO standards.

Intersection capacity calculations were conducted using the methodologies presented in the 2000 Highway Capacity Manual with Synchro and SimTraffic software. The current ODOT phasing and timing for the 10th Street/I-205 Southbound Ramp and Blankenship/Salamo intersections was used in this analysis. All mitigation measures assume the intersections will remain with the current timing plan with minor noted revisions to improve operations.

The following projects are proposed to mitigate traffic impacts of the Willamette 205 project both without and with the Tannler East development.

TRAFFIC MITIGATION WITHOUT TANNLER EAST

Mitigation for the First Willamette 205 Building

- Modify the Salamo approach to 10th Street to provide a shared through/left lane with 300' of queuing and split phasing at the signal.
- Stripe a southbound left-turn lane on Tannler at Blankenship with 250' of queuing.

Additional Mitigation for all Three Willamette 205 Buildings

- Add a second eastbound right-turn lane on Blankenship at 10th Street.
- Adjust the Blankenship/Salamo/10th signal to provide more AM green time to Salamo.
- Stripe two through lanes on 10th between the I-205 ramps (requires pavement widening).
- Add a second 150' northbound through lane on 10th at the southbound I-205 ramps.
- Install signal at Tannler/Blankenship.

TRAFFIC MITIGATION WITH TANNER EAST

Proposed Mitigation for Tanner East

- Stripe a 150' left-turn lane southbound on Tanner at Blankenship.
- Modify the Salamo approach to 10th Street to provide a shared through/left lane and split phasing at the signal.
- Install a signal at Tanner/Blankenship and stripe a 150' left-turn lane.

Additional Mitigation for First Willamette 205 Building

- Add a second eastbound right-turn lane on Blankenship at 10th Street.
- Adjust the Blankenship/Salamo/10th signal to provide more AM green time to Salamo and increase the westbound left-turn lane storage to 300'.
- Increase the storage from 150' to 350' for the southbound left-turn lane on Tanner at Blankenship.

Additional Mitigation for all Three Willamette 205 Buildings

- Stripe two through lanes on 10th between the I-205 ramps (requires pavement widening).
- Add a second 150' northbound through lane on 10th at the southbound I-205 ramps.
- Add a westbound right-turn lane on Blankenship at Tanner (provides second receiving lane).
- Restripe northbound 10th Street to a shared left/right lane at Blankenship.

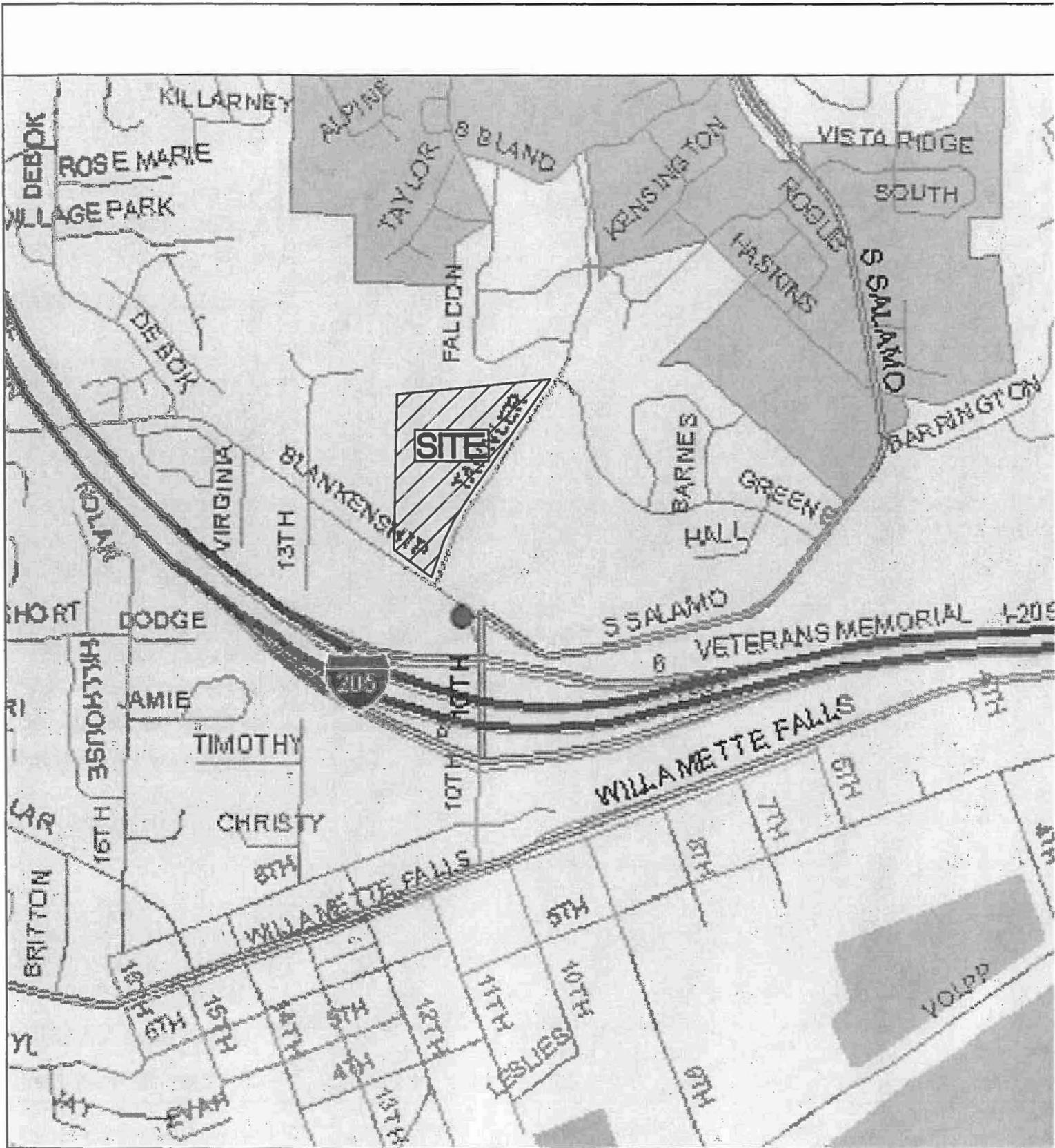
The following recommendations are made to mitigate impacts of the proposed Willamette 205 Corporate Center regardless of development on the Tanner East site.

- Landscaping should be placed such that there are no obstructions within the clear vision area.

VII. APPENDIX

- A. Figures
- B. Traffic Count Summaries
- C. Transit Routes
- D. Crash Data
- E. In-Process Traffic
- F. Trip Generation
- G. Trip Distribution
- H. Warrant Analysis
- I. Capacity Calculations
- J. Queuing Calculations

APPENDIX A
Figures



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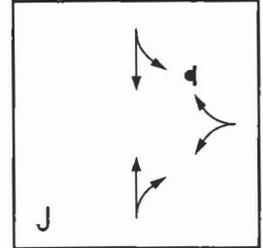
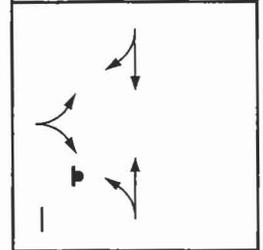
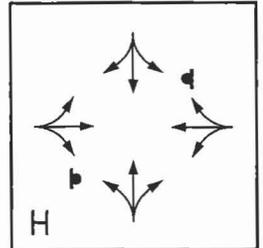
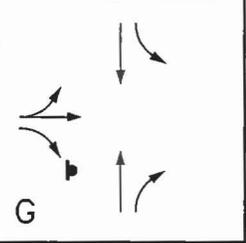
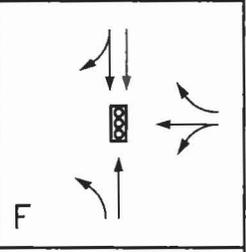
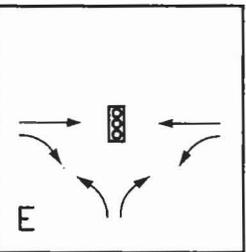
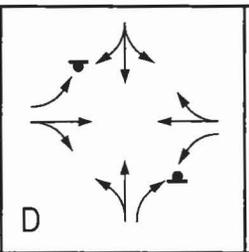
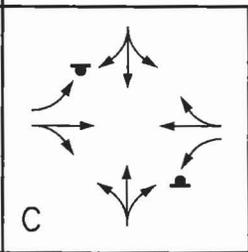
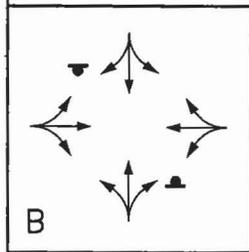
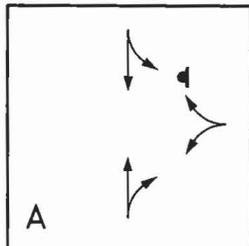
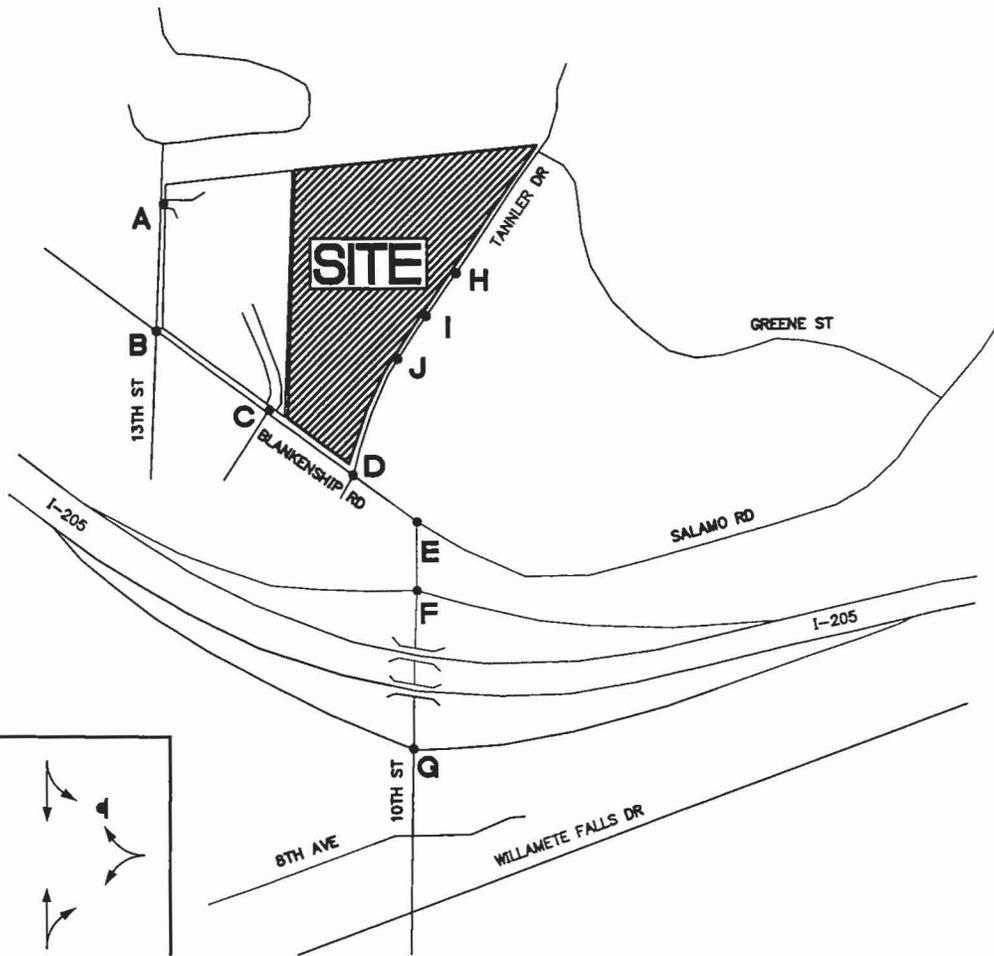
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VICINITY MAP

WILLAMETTE 205 CORP CENTER
WEST LINN, OREGON

FIGURE

1



NOT TO SCALE

 = STOP SIGN
 = TRAFFIC SIGNAL

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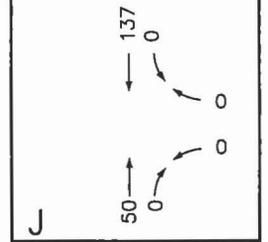
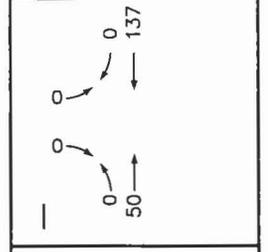
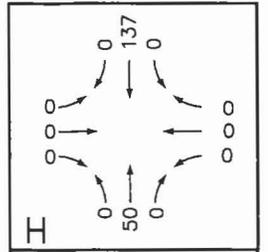
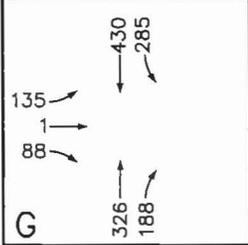
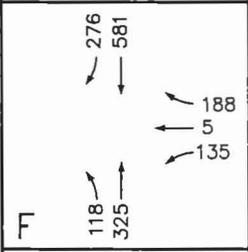
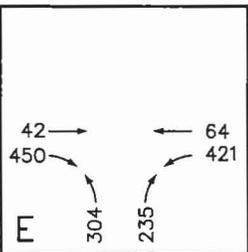
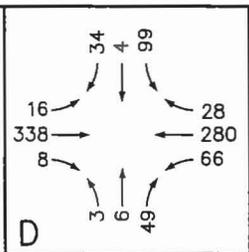
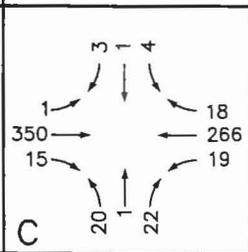
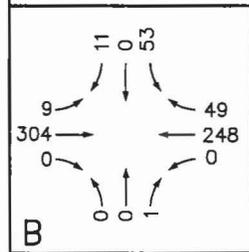
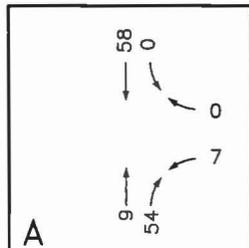
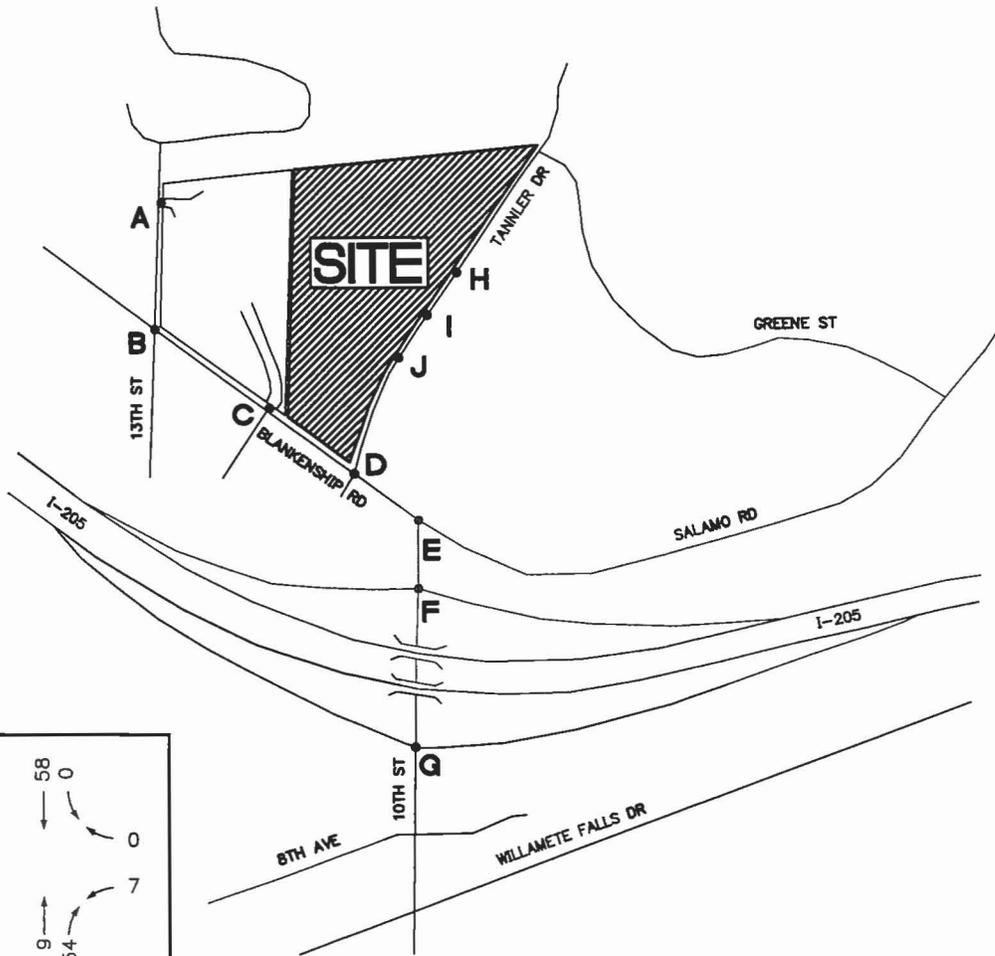
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**EXISTING LANE CONFIGURATIONS
 AND TRAFFIC CONTROL**

**WILLAMETTE 205 CORP CENTER
 WEST LINN, OREGON**

FIGURE

3



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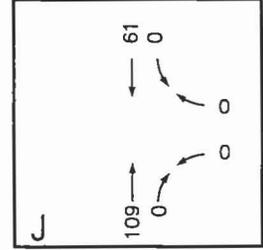
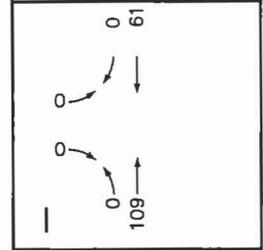
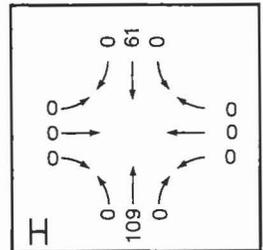
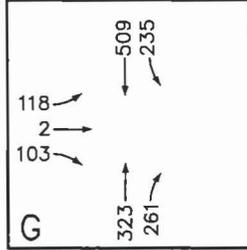
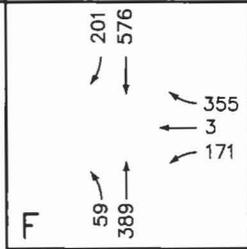
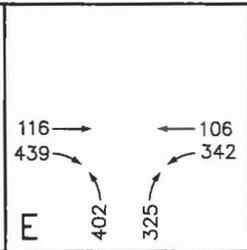
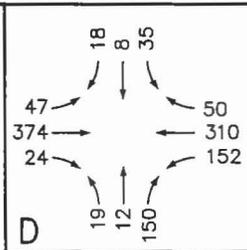
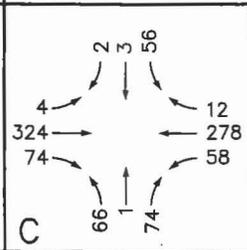
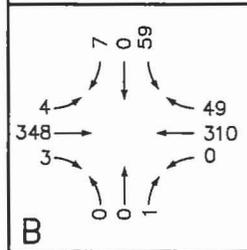
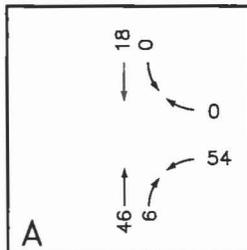
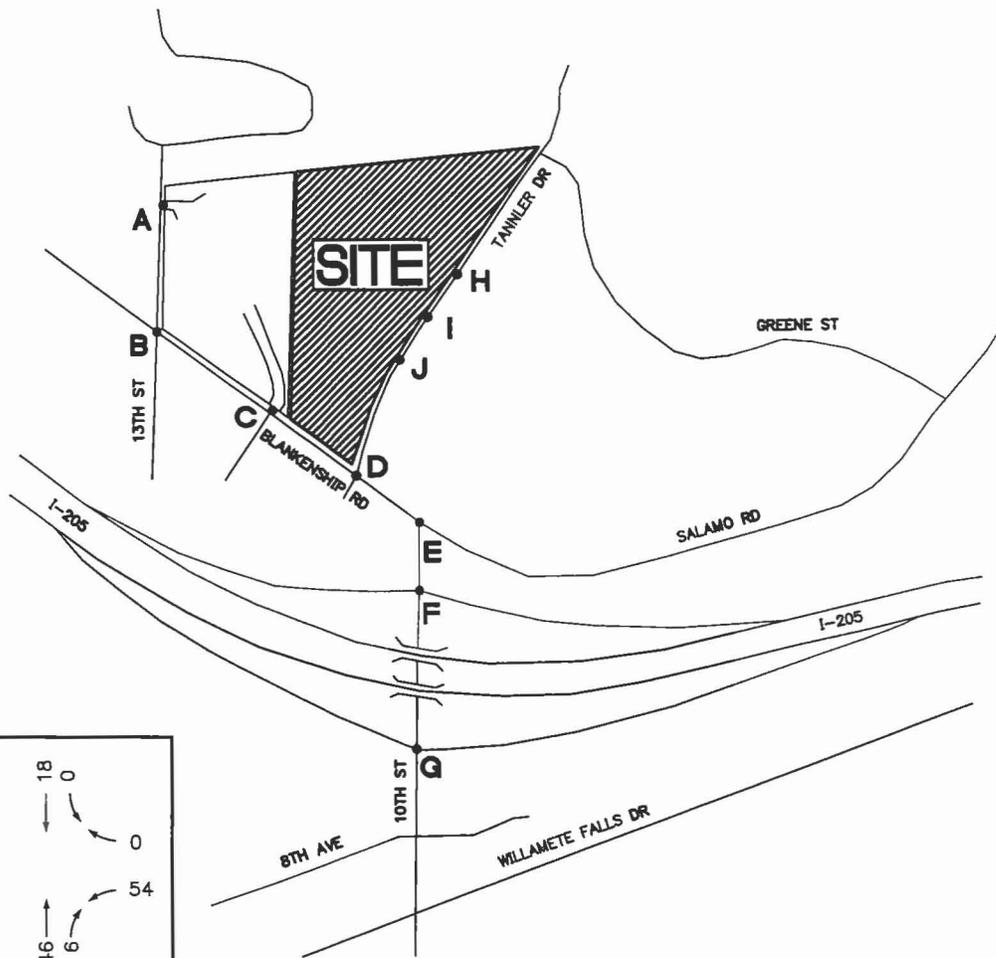
CHECKED BY: BTA

JOB NO: **341**
2060016.00

2006 EXISTING TRAFFIC
WEEKDAY AM PEAK HOUR

WILLAMETTE 205 CORP CENTER
WEST LINN, OREGON

FIGURE
4A



NOT TO SCALE

GROUP
MACKENZIE

Portland OR 503.224.9580 Vancouver WA 360.695.7878 Tacoma WA 253.471.0551 Seattle WA 206.749.9993

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DATE: 6.20.06

DRAWN BY: WSB

CHECKED BY: BTA

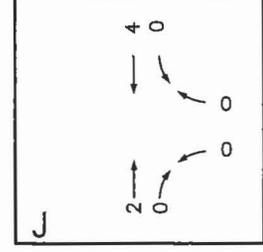
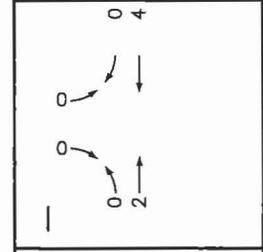
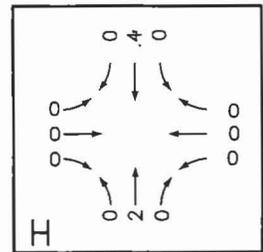
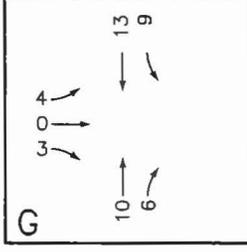
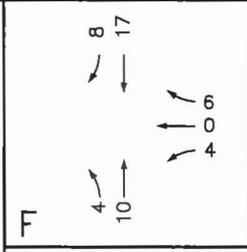
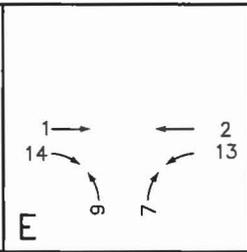
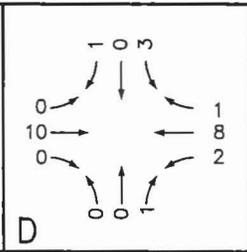
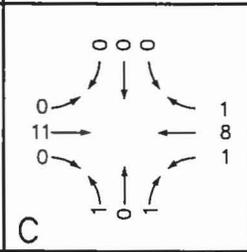
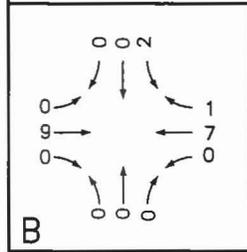
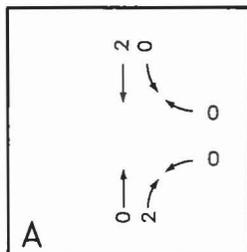
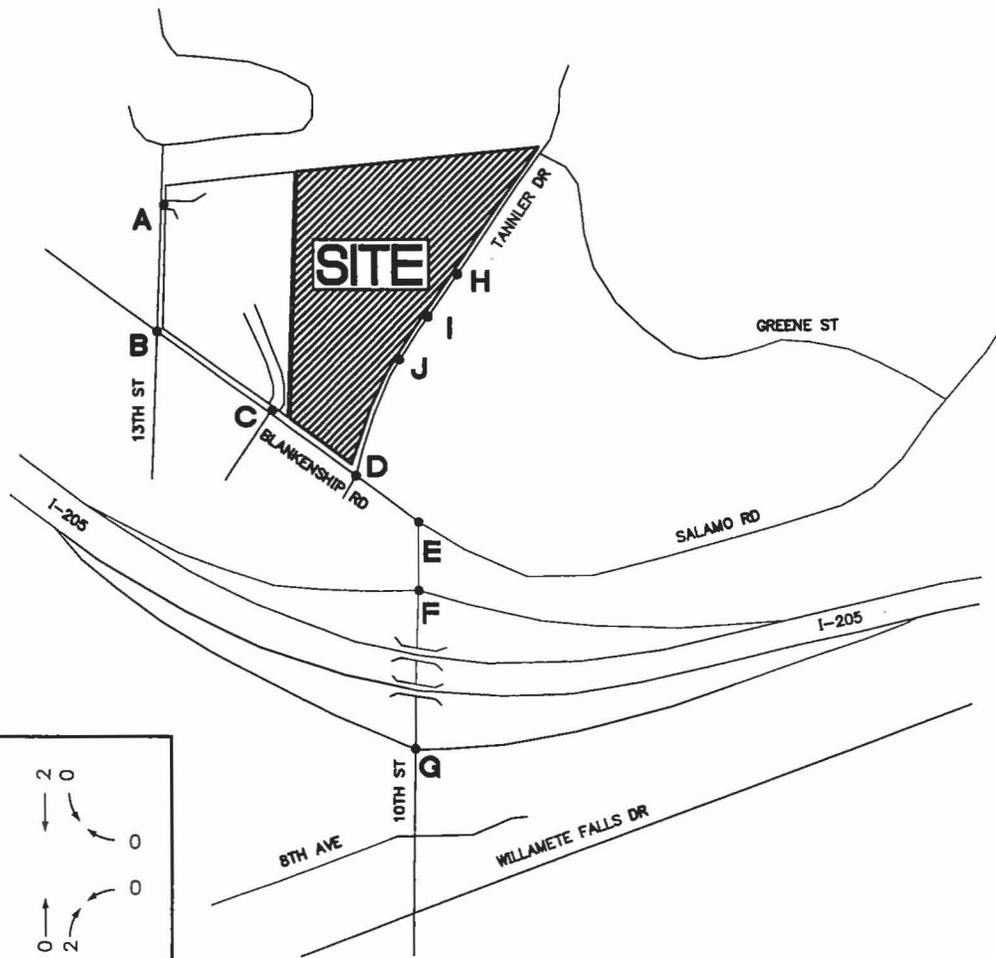
JOB NO: **342**
2060016.00

2006 EXISTING TRAFFIC
WEEKDAY PM PEAK HOUR

WILLAMETTE 205 CORP CENTER
WEST LINN, OREGON

FIGURE

4B



NOT TO SCALE

GROUP
MACKENZIE

Portland OR Vancouver WA Tacoma WA Seattle WA
503.224.9580 360.695.7879 253.471.0551 206.749.9993

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DATE: 6.20.06

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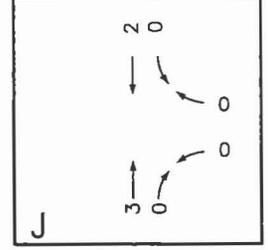
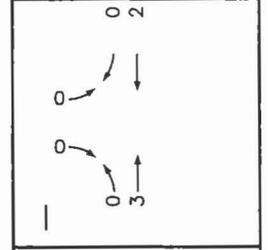
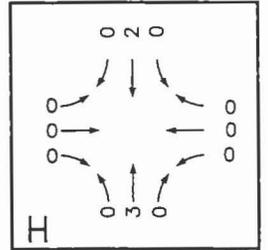
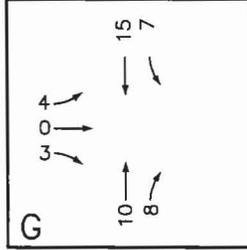
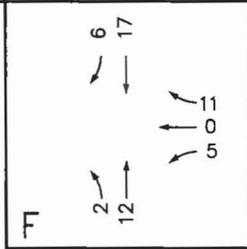
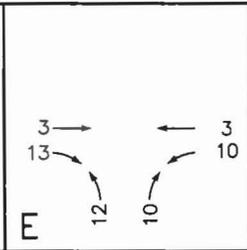
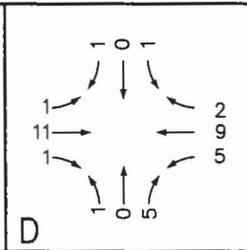
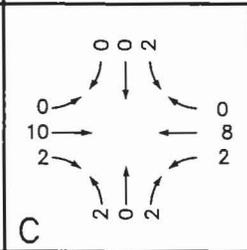
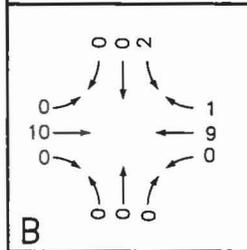
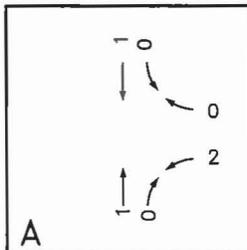
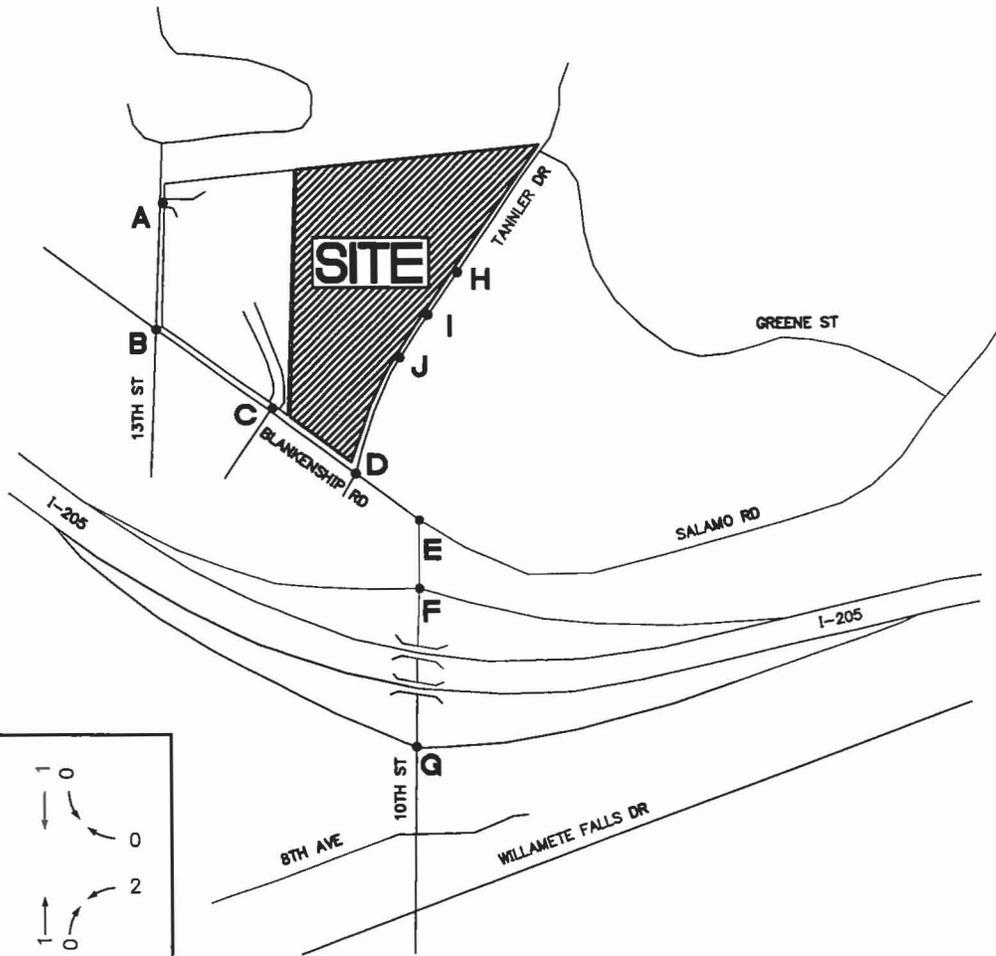
CHECKED BY: BTA

JOB NO: **343**
2060016.00

**2007 BACKGROUND GROWTH-3%
AM INTERSECTION VOLUMES**

**WILLAMETTE 205 CORP CENTER
WEST LINN, OREGON**

**FIGURE
5A**



NOT TO SCALE

GROUP
MACKENZIE

Portland OR Vancouver WA Tacoma WA Seattle WA
503.224.9580 360.695.7879 253.471.0551 206.749.9993

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DATE: 6.20.06

DRAWN BY: WSB

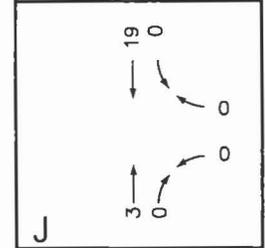
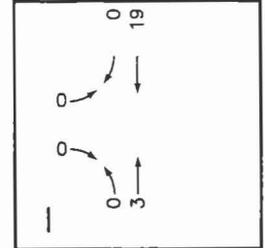
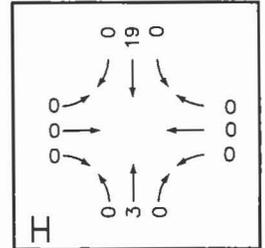
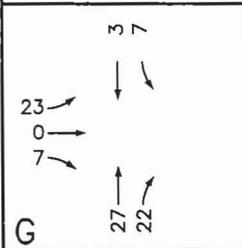
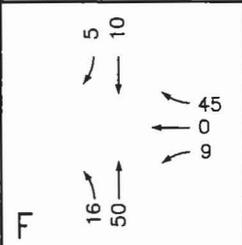
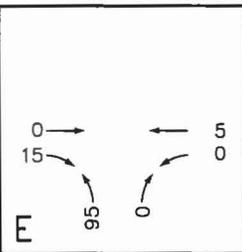
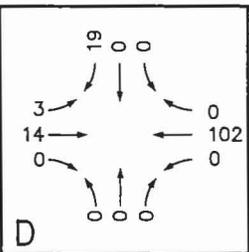
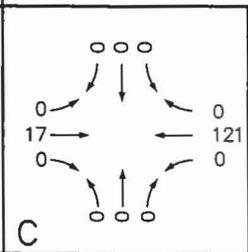
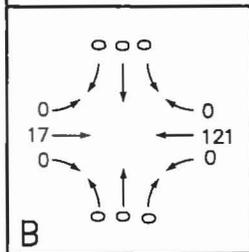
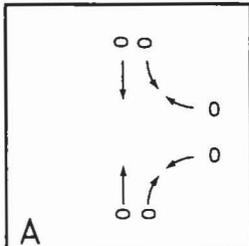
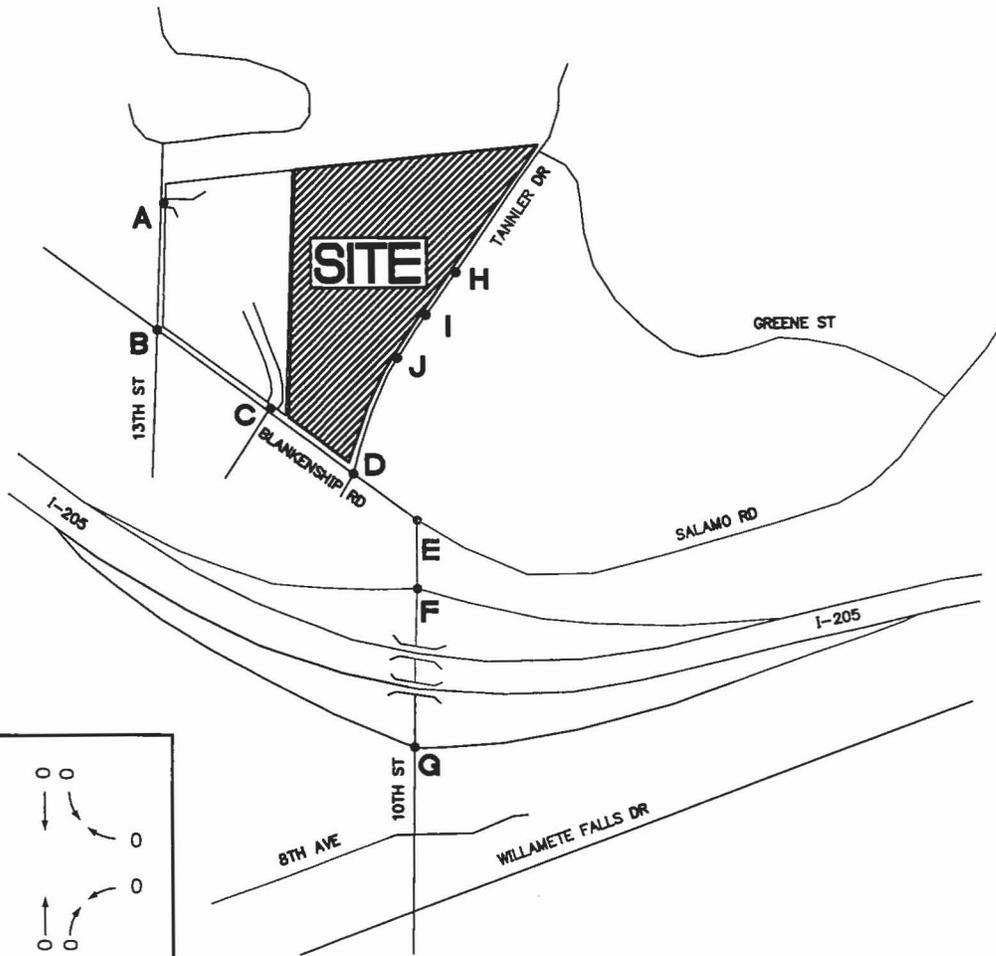
CHECKED BY: BTA

JOB NO: **344**
2060016.00

2007 BACKGROUND GROWTH-3%
PM INTERSECTION VOLUMES

WILLAMETTE 205 CORP CENTER
WEST LINN, OREGON

FIGURE
5B



NOT TO SCALE

GROUP
MACKENZIE
 Portland OR Vancouver WA Tacoma WA Seattle WA
 503.224.9560 360.695.7879 253.471.0551 206.749.9993

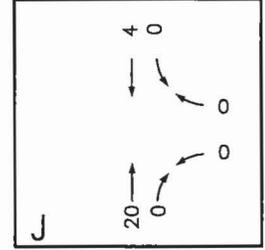
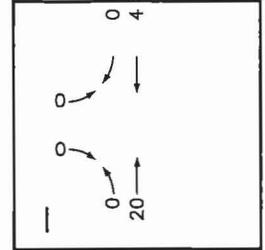
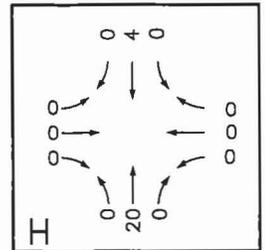
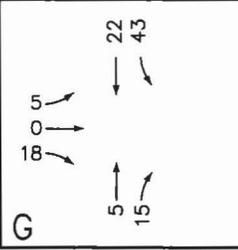
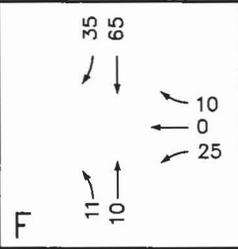
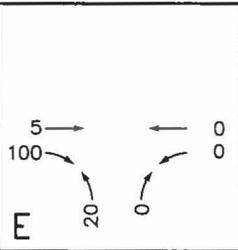
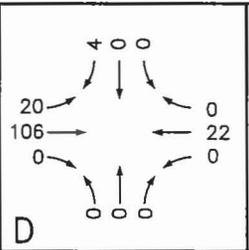
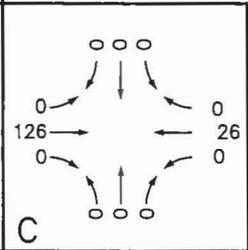
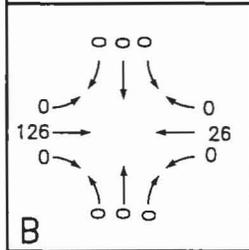
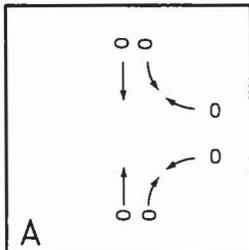
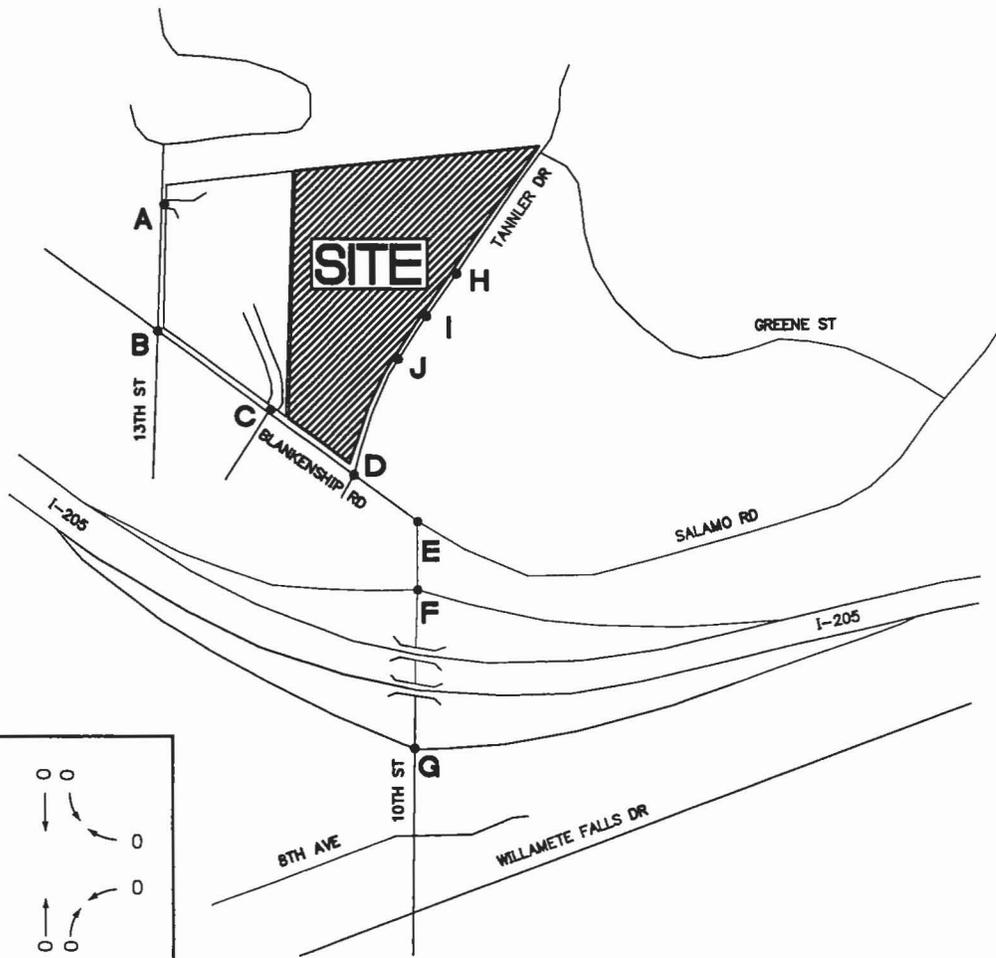
DATE: 6.20.06
 DRAWN BY: WSB
 CHECKED BY: BTA
 JOB NO: **345**
 2060016.00

IN PROCESS TRAFFIC
 AM INTERSECTION VOLUMES

WILLAMETTE 205 CORP CENTER
 WEST LINN, OREGON

FIGURE
6A

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NOT TO SCALE

GROUP

MACKENZIE

Portland OR Vancouver WA Tacoma WA Seattle WA
503.224.9560 360.695.7879 253.471.0551 206.749.9993

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DATE: 6.20.06

DRAWN BY: WSB

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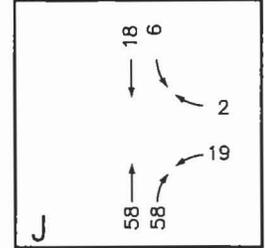
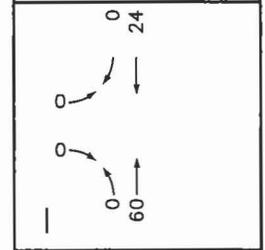
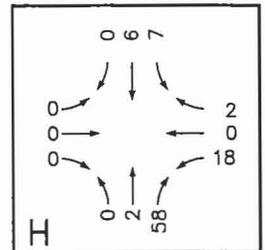
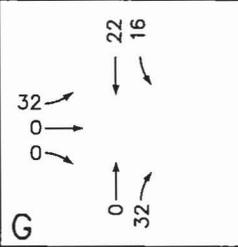
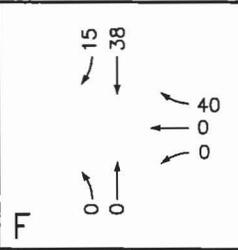
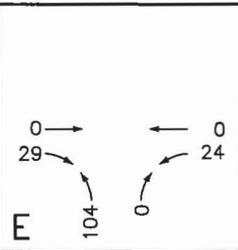
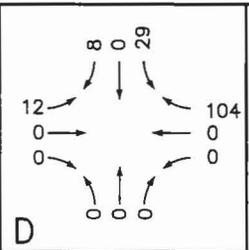
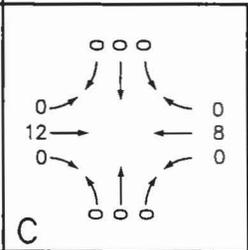
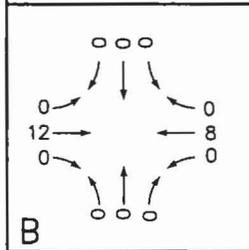
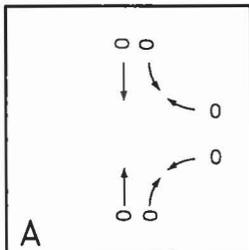
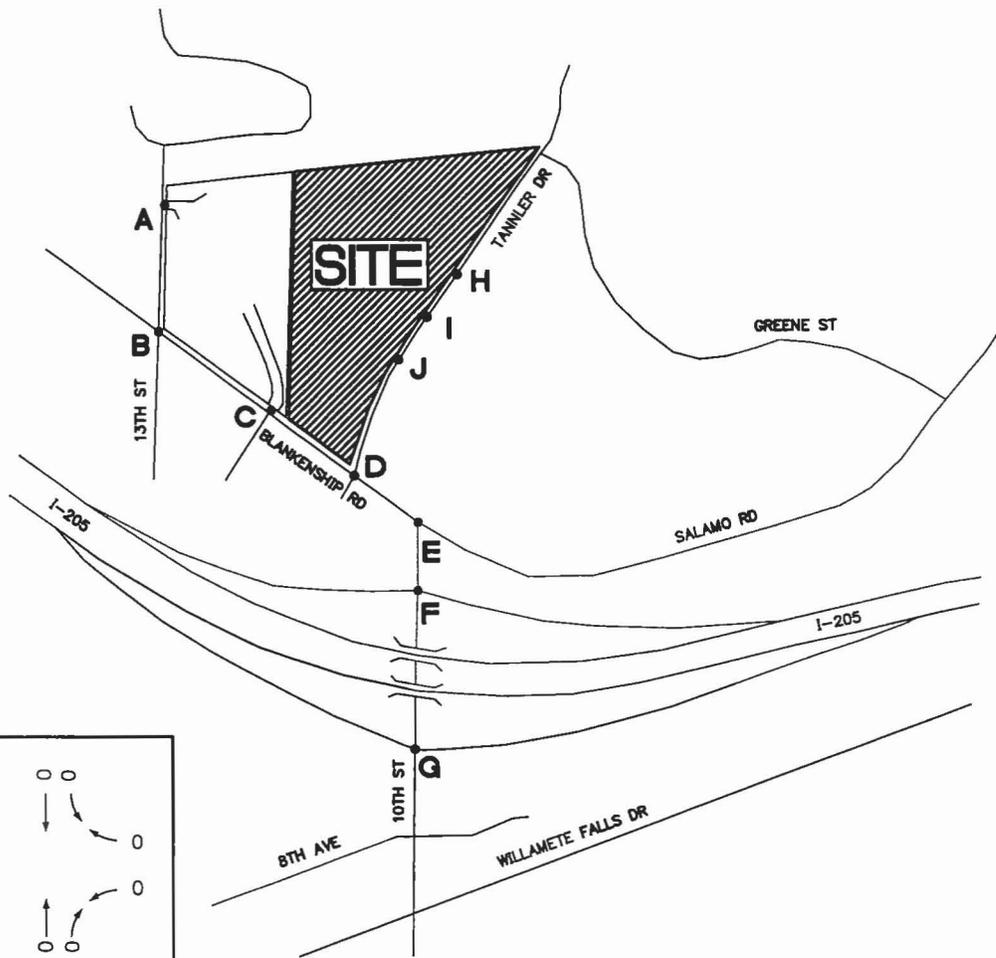
JOB NO: **346**
2060016.00

IN PROCESS TRAFFIC
PM INTERSECTION VOLUMES

WILLAMETTE 205 CORP CENTER
WEST LINN, OREGON

FIGURE

6B



NOT TO SCALE

GROUP

MACKENZIE

Portland OR Vancouver WA Tacoma WA Seattle WA
503.224.9560 360.695.7879 253.471.0551 206.749.9993

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DRAWN BY: WSB

CHECKED BY: BTA

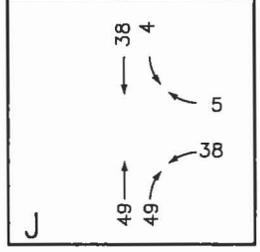
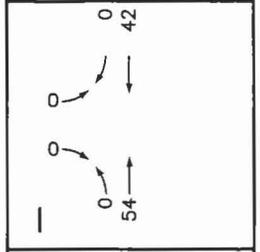
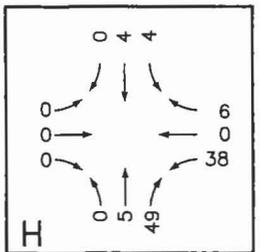
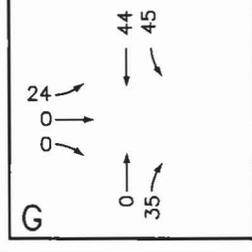
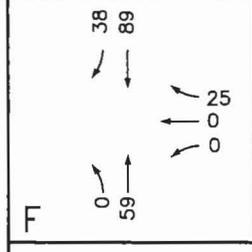
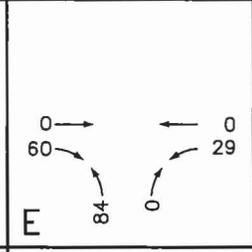
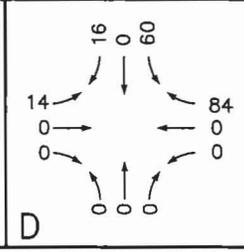
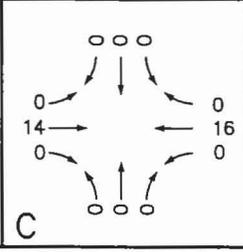
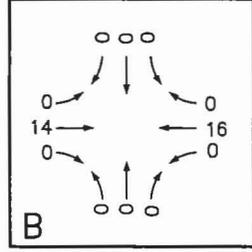
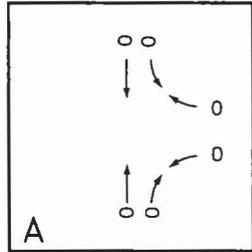
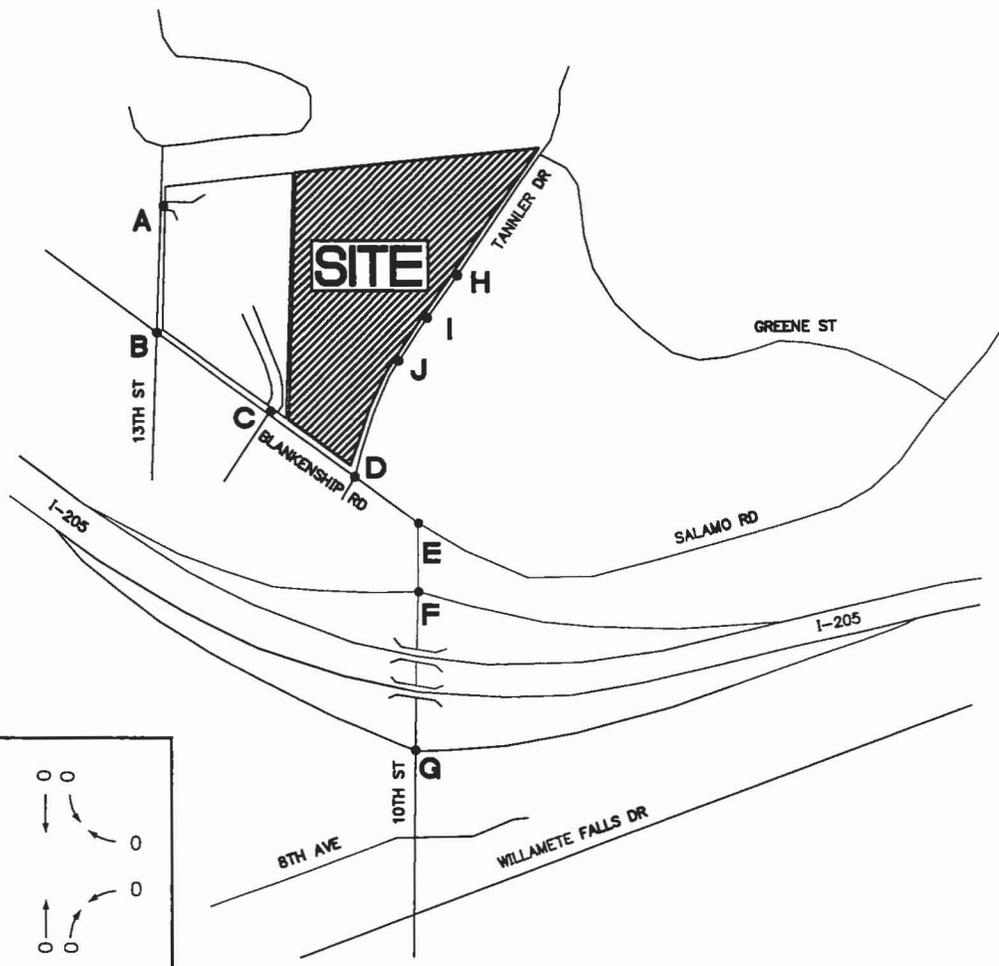
JOB NO: **347**
2060016.00

**IN PROCESS TRAFFIC
TANNER EAST (AM)**

**WILLAMETTE 205 CORP CENTER
WEST LINN, OREGON**

FIGURE

6C



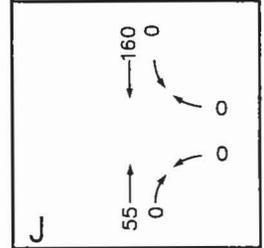
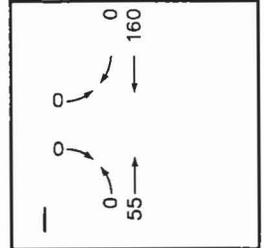
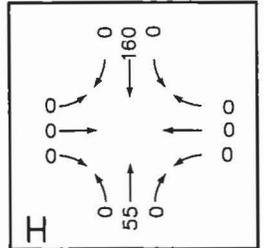
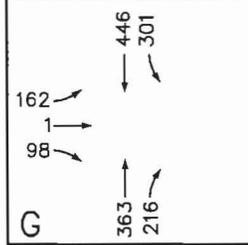
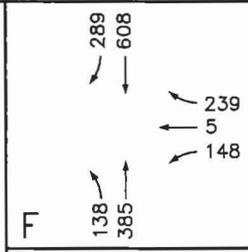
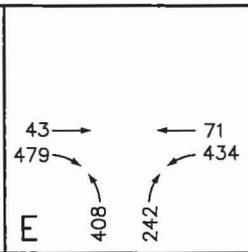
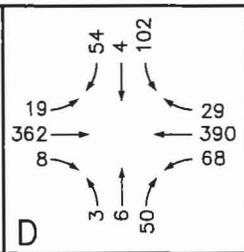
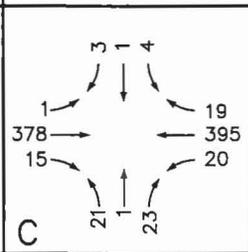
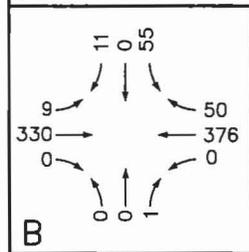
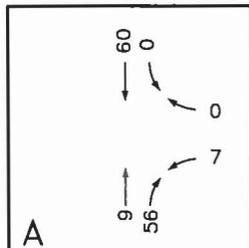
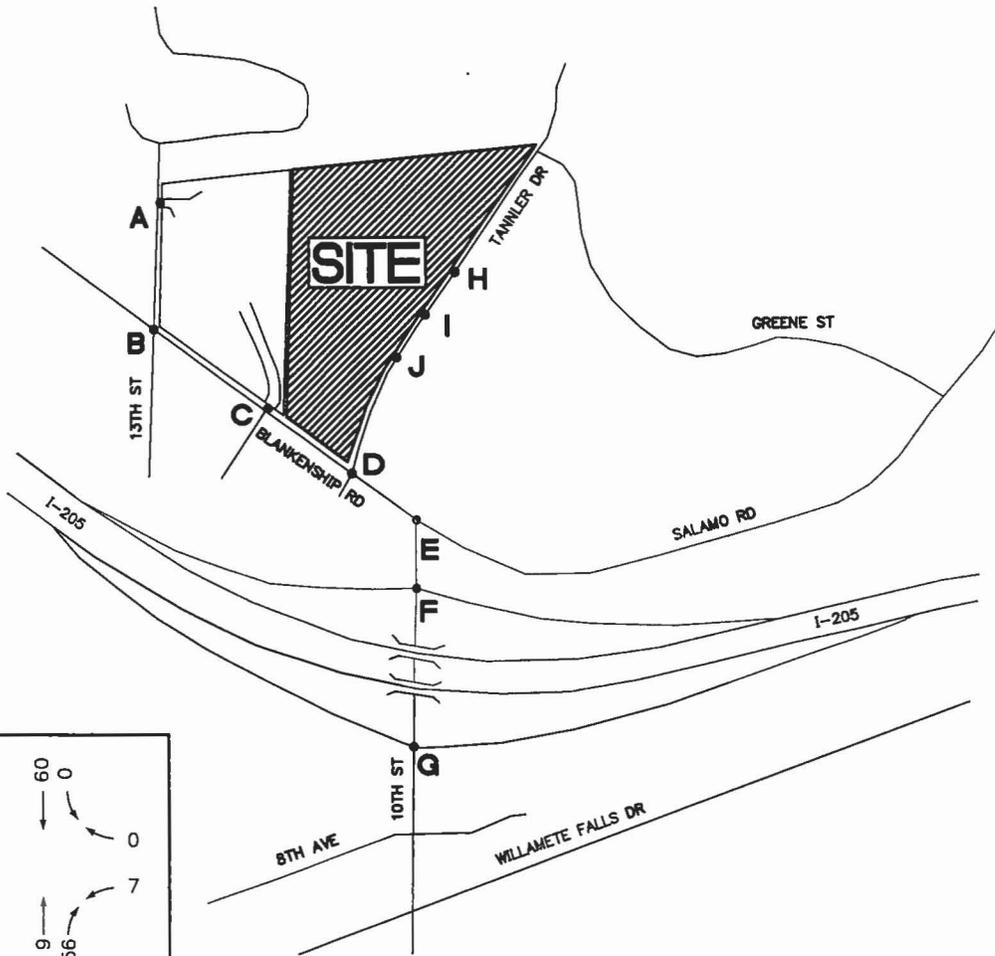
NOT TO SCALE

GROUP
MACKENZIE
 Portland OR Vancouver WA Tacoma WA Seattle WA
 503.224.9580 360.895.7879 253.471.0551 206.749.9993
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 DRAWN BY: WSB
 CHECKED BY: BTA
 JOB NO: **348**
 2060016.00

IN PROCESS TRAFFIC
TANLER EAST (PM)
 WILLAMETTE 205 CORP CENTER
 WEST LINN, OREGON

FIGURE
6D



NOT TO SCALE

GROUP
MACKENZIE

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Vancouver WA 360.895.7879
Tacoma WA 253.471.0551
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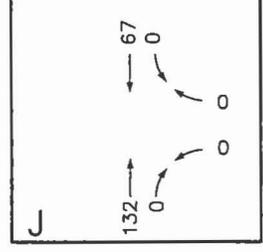
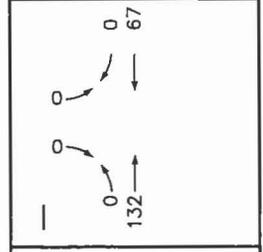
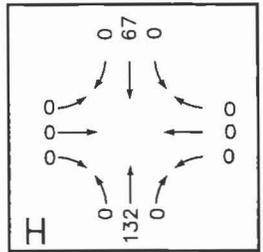
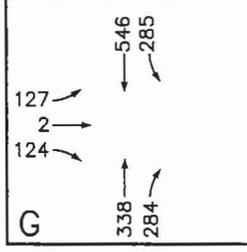
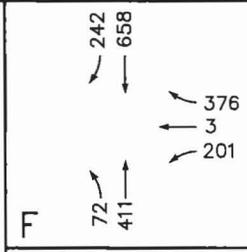
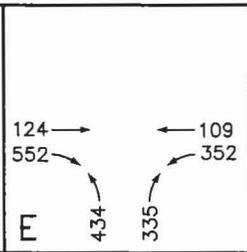
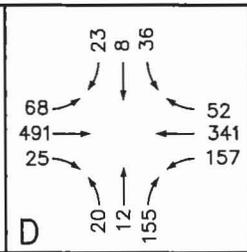
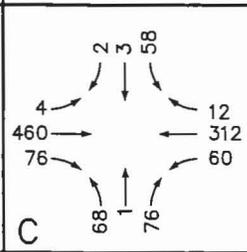
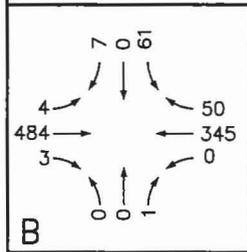
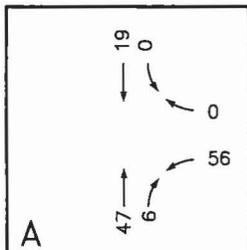
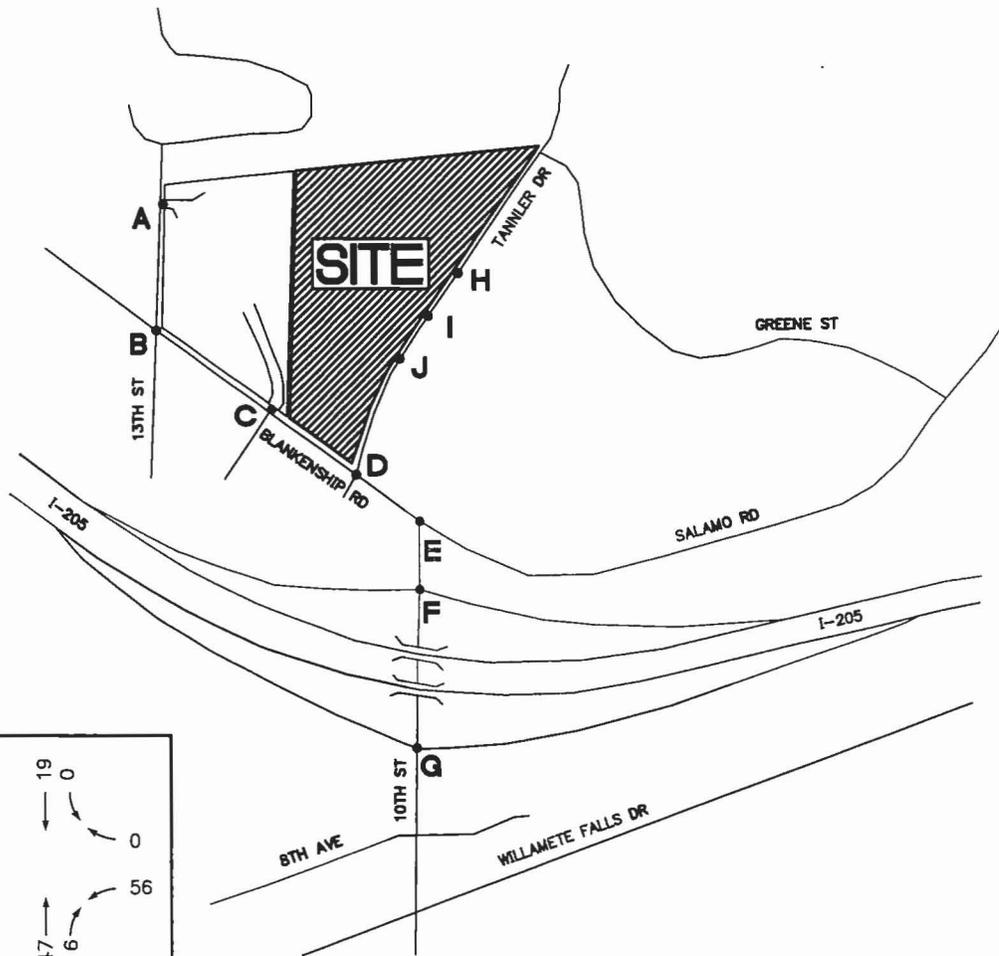
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JOB NO: **349**
2060016.00

**2007 PRE-DEVELOPMENT
AM INTERSECTION VOLUMES**

**WILLAMETTE 205 CORP CENTER
WEST LINN, OREGON**

**FIGURE
7A**



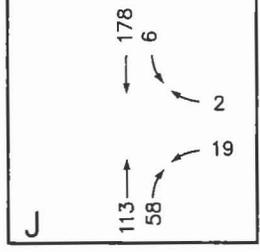
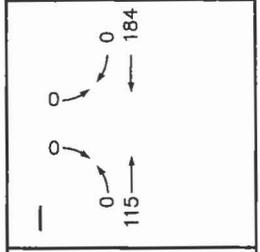
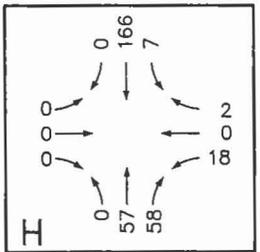
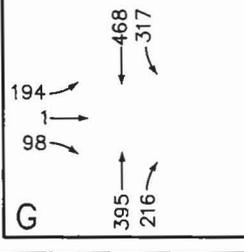
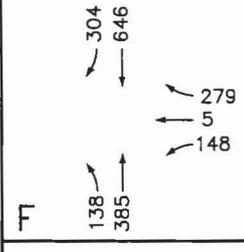
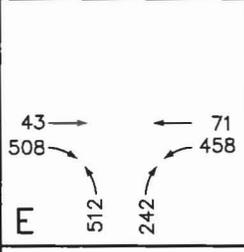
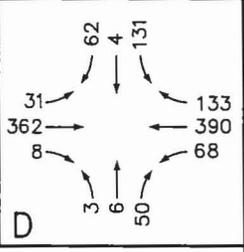
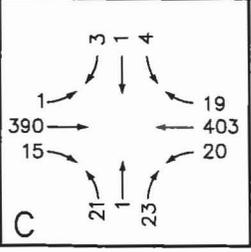
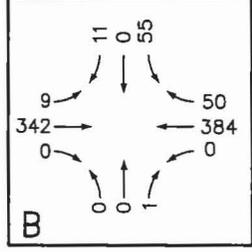
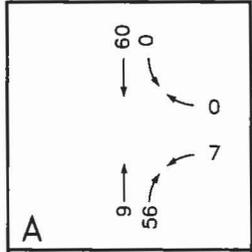
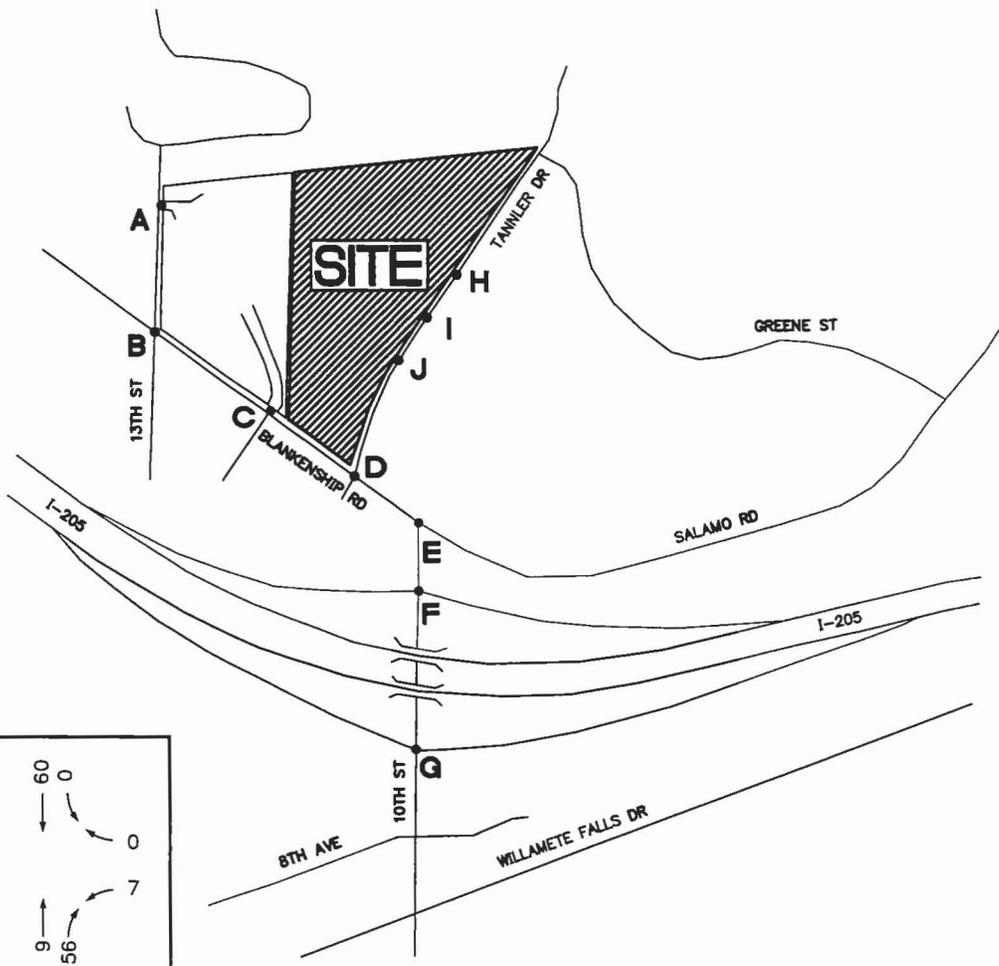
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 JOB NO: **350**
 2060016.00

**2007 PRE-DEVELOPMENT
 PM INTERSECTION VOLUMES**
**WILLAMETTE 205 CORP CENTER
 WEST LINN, OREGON**

**FIGURE
 7B**



NOT TO SCALE

GROUP
MACKENZIE

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DATE: 6.20.06

DRAWN BY: WSB

CHECKED BY: BTA

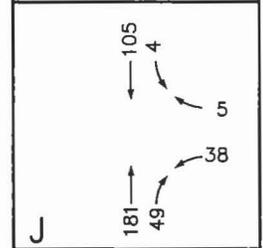
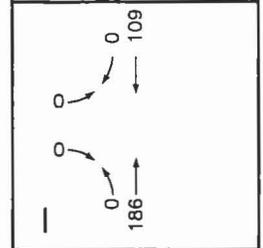
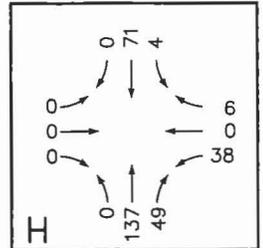
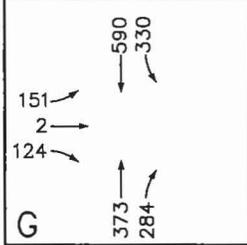
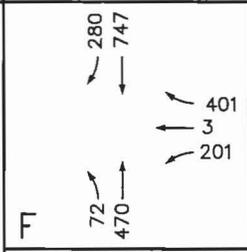
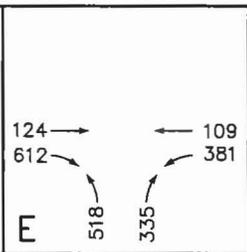
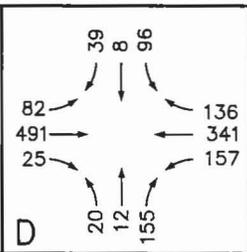
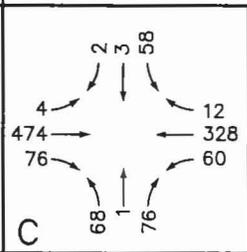
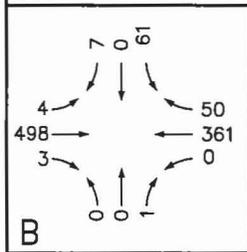
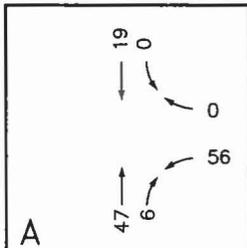
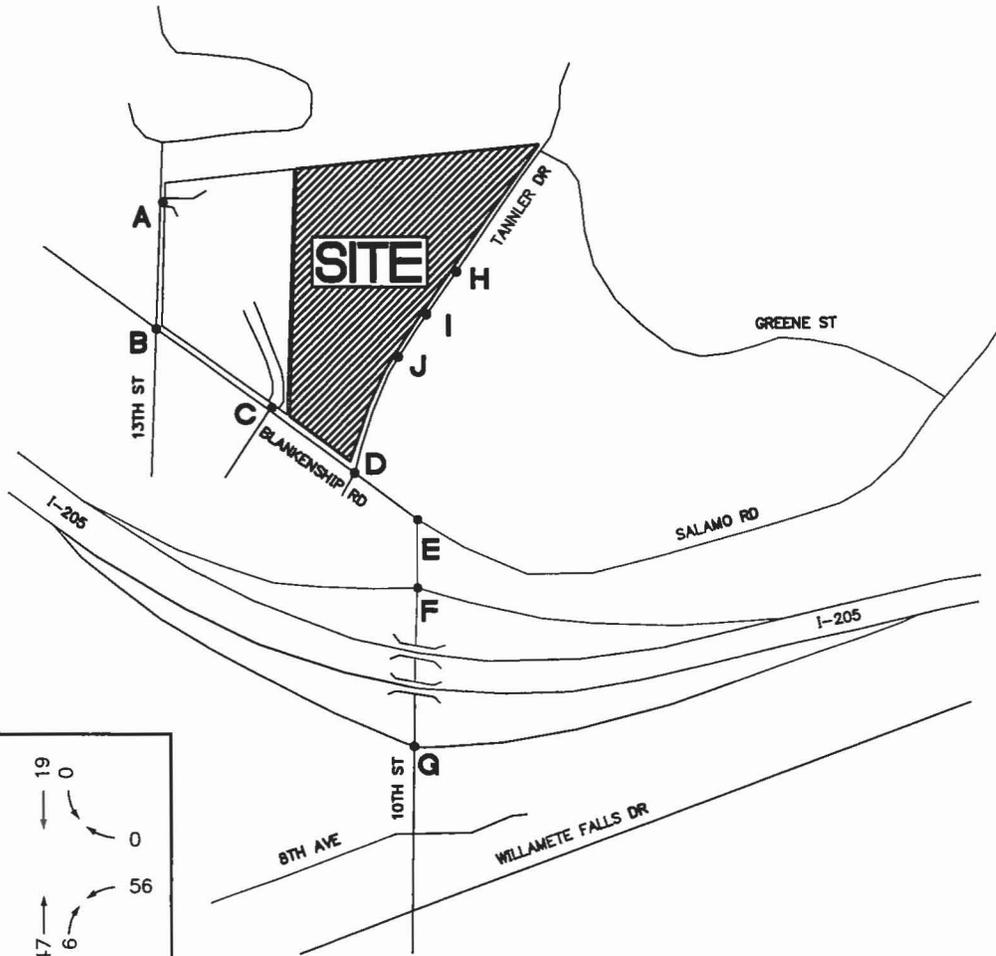
JOB NO: **351**
2060016.00

**2007 PRE-DEVELOPMENT
W/ TANNLER EAST (AM)**

**WILLAMETTE 205 CORP CENTER
WEST LINN, OREGON**

**FIGURE
7C**

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GROUP
MACKENZIE

Portland OR Vancouver WA Tacoma WA Seattle WA
503.224.9560 360.695.7879 253.471.0551 206.749.9993

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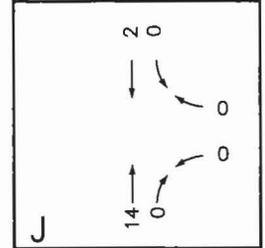
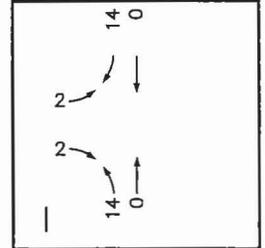
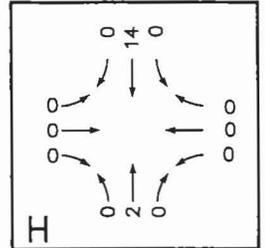
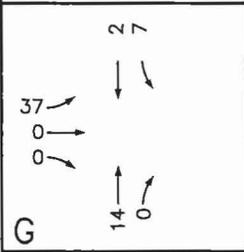
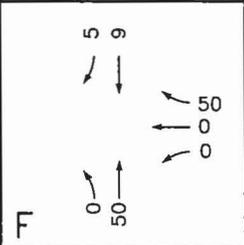
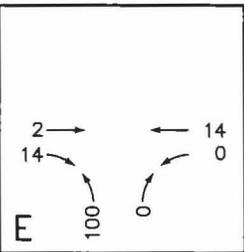
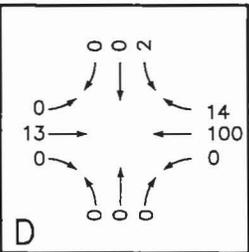
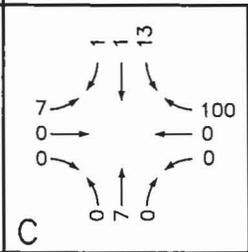
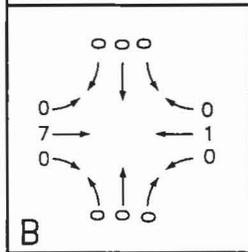
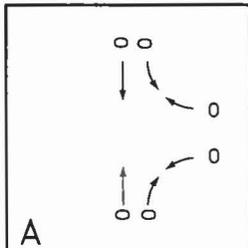
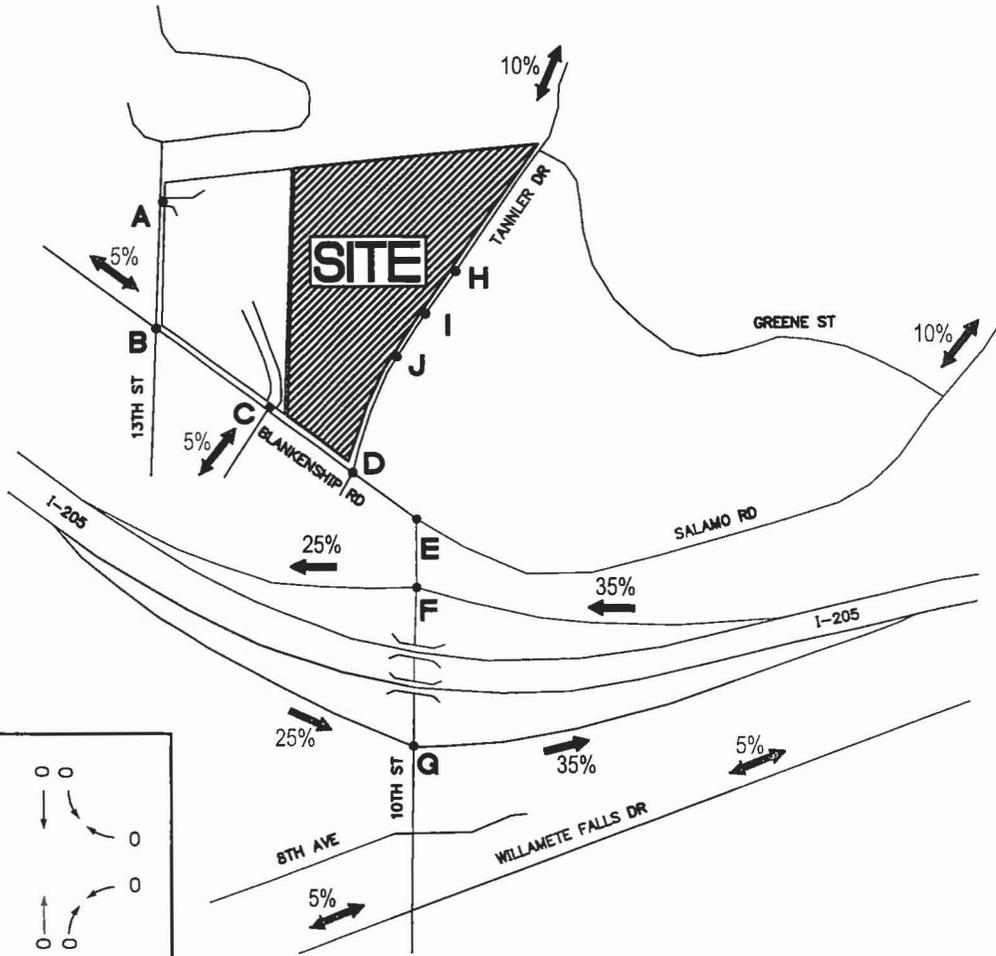
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2060016.00

**2007 PRE-DEVELOPMENT
W/ TANNLER EAST (PM)**

**WILLAMETTE 205 CORP CENTER
WEST LINN, OREGON**

**FIGURE
7D**




 NOT TO SCALE

TOTAL TRIPS
 ENTER 143
 EXIT 19

GROUP
MACKENZIE

Portland OR Vancouver WA Tacoma WA Seattle WA
 503.224.9560 360.695.7879 253.471.0551 206.749.9993

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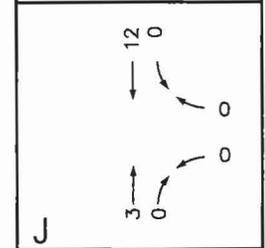
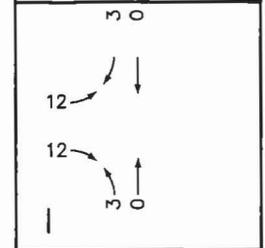
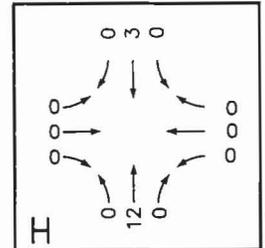
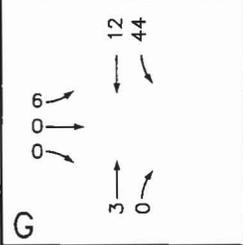
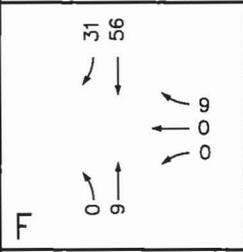
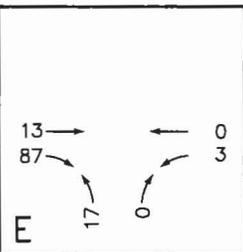
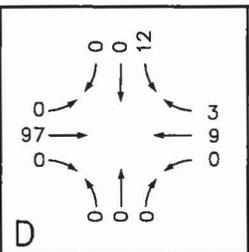
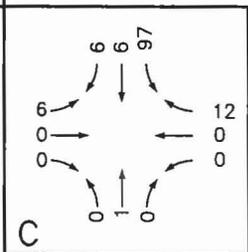
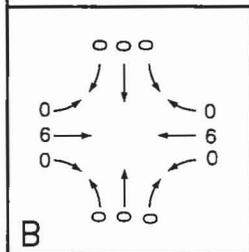
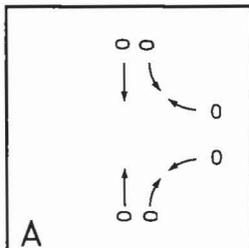
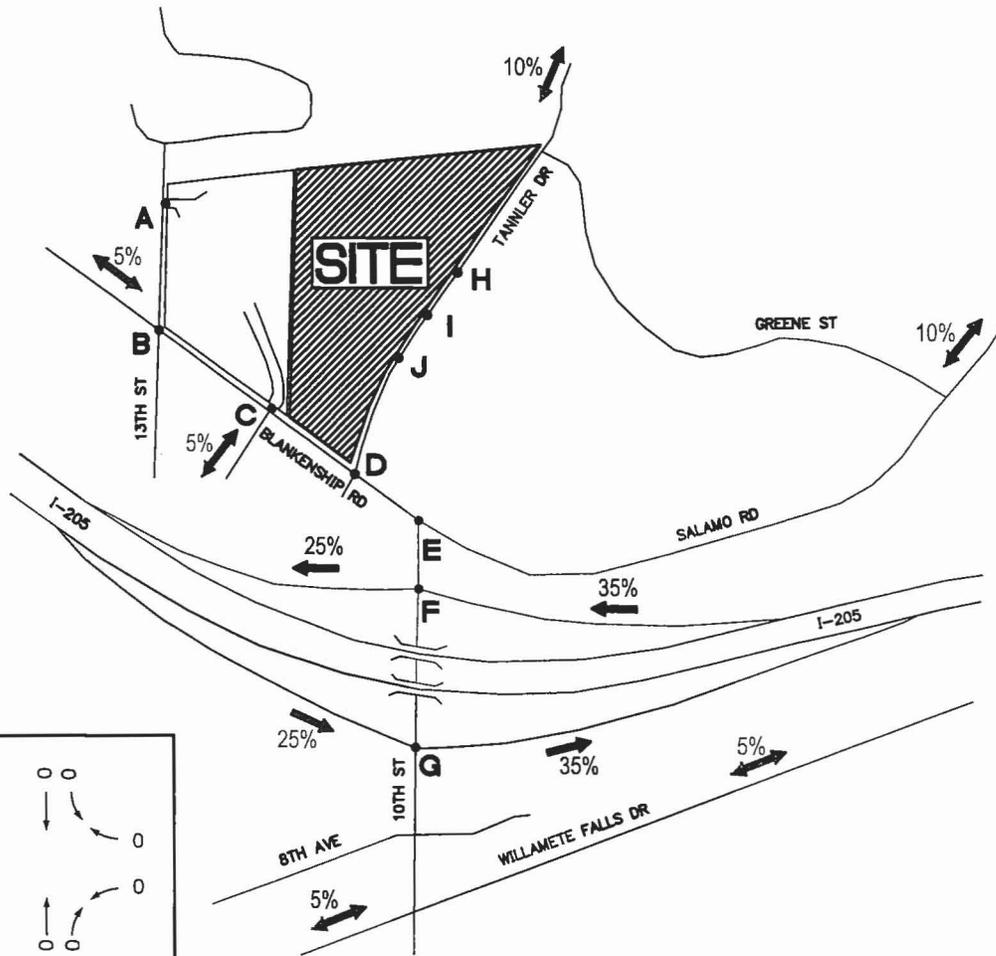
CHECKED BY: BTA

JOB NO: **353**
 2060016.00

**PHASE 1 TRIP DISTRIBUTION
 AND ASSIGNMENT (AM)**

**WILLAMETTE 205 CORP CENTER
 WEST LINN, OREGON**

FIGURE
8A




 NOT TO SCALE

TOTAL TRIPS
 ENTER 26
 EXIT 124

GROUP
MACKENZIE
 Portland OR Vancouver WA Tacoma WA Seattle WA
 503.224.9580 360.695.7879 253.471.0551 206.749.9993

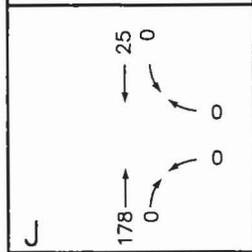
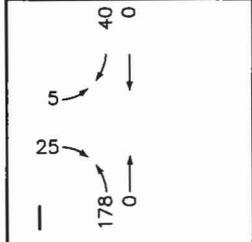
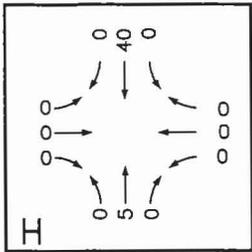
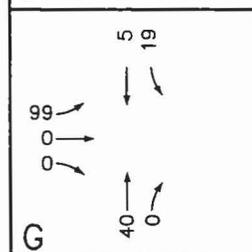
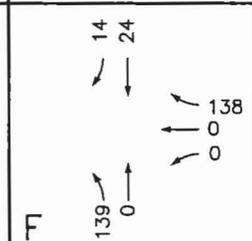
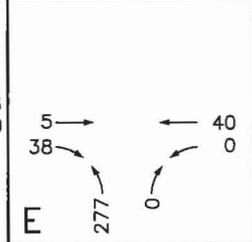
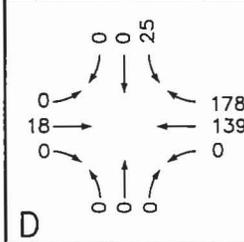
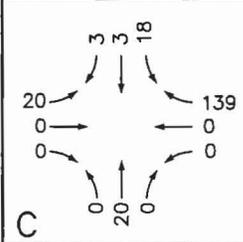
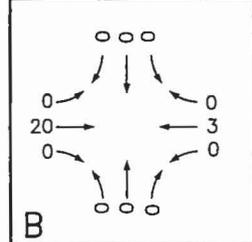
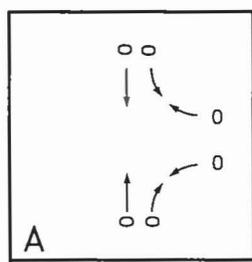
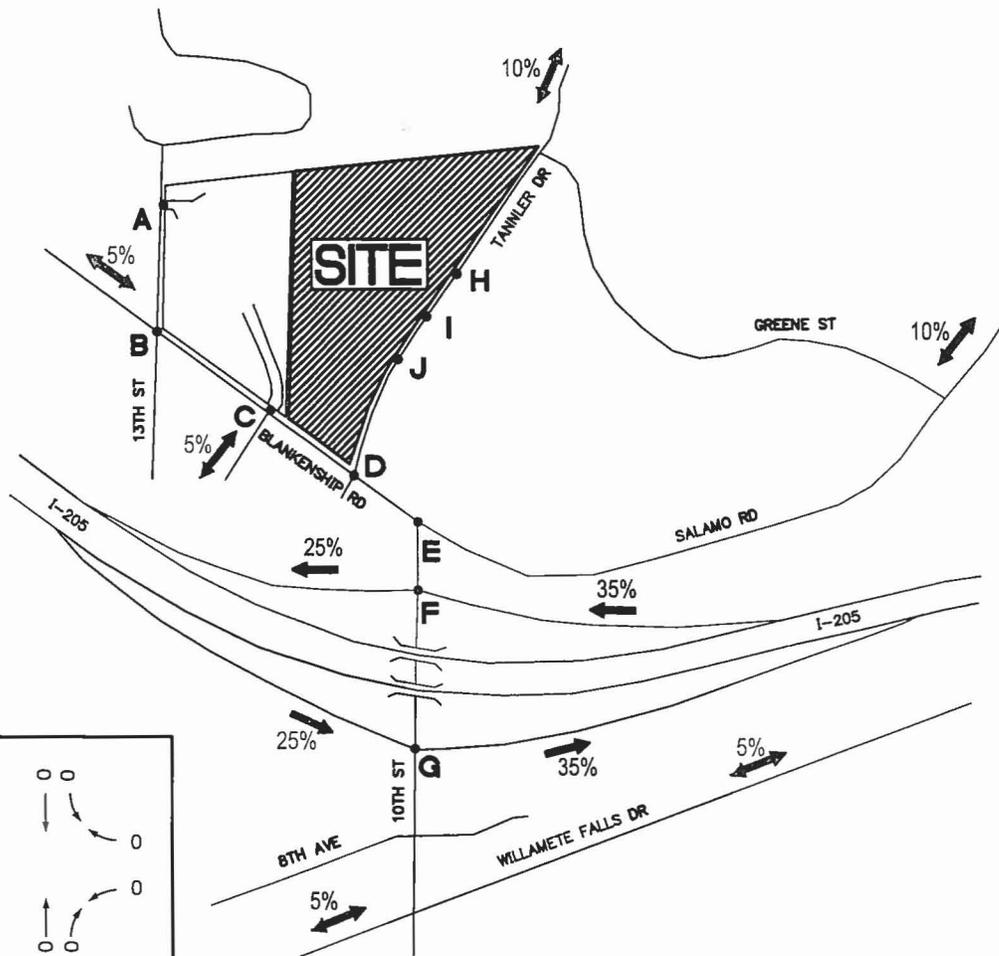
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 DRAWN BY: WSB
 CHECKED BY: BTA
 JOB NO: **354**
 2060016.00

PHASE 1 TRIP DISTRIBUTION AND ASSIGNMENT (PM)

WILLAMETTE 205 CORP CENTER
 WEST LINN, OREGON

FIGURE
8B

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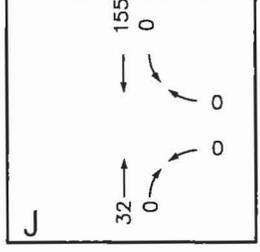
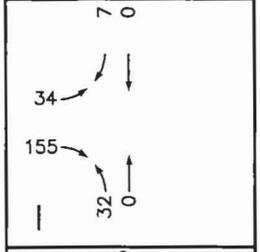
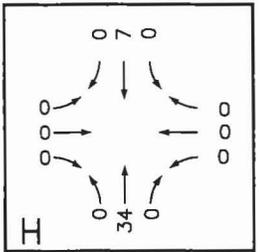
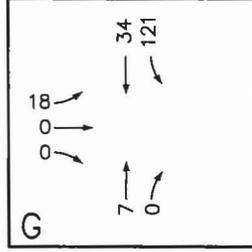
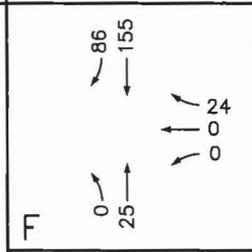
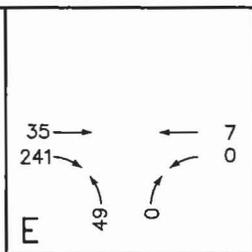
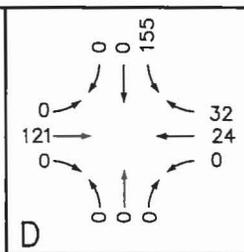
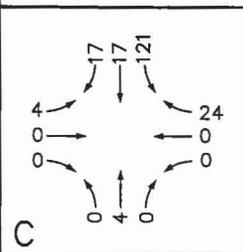
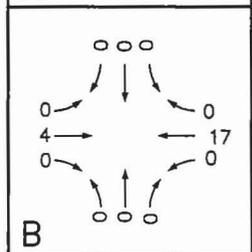
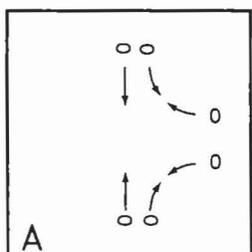
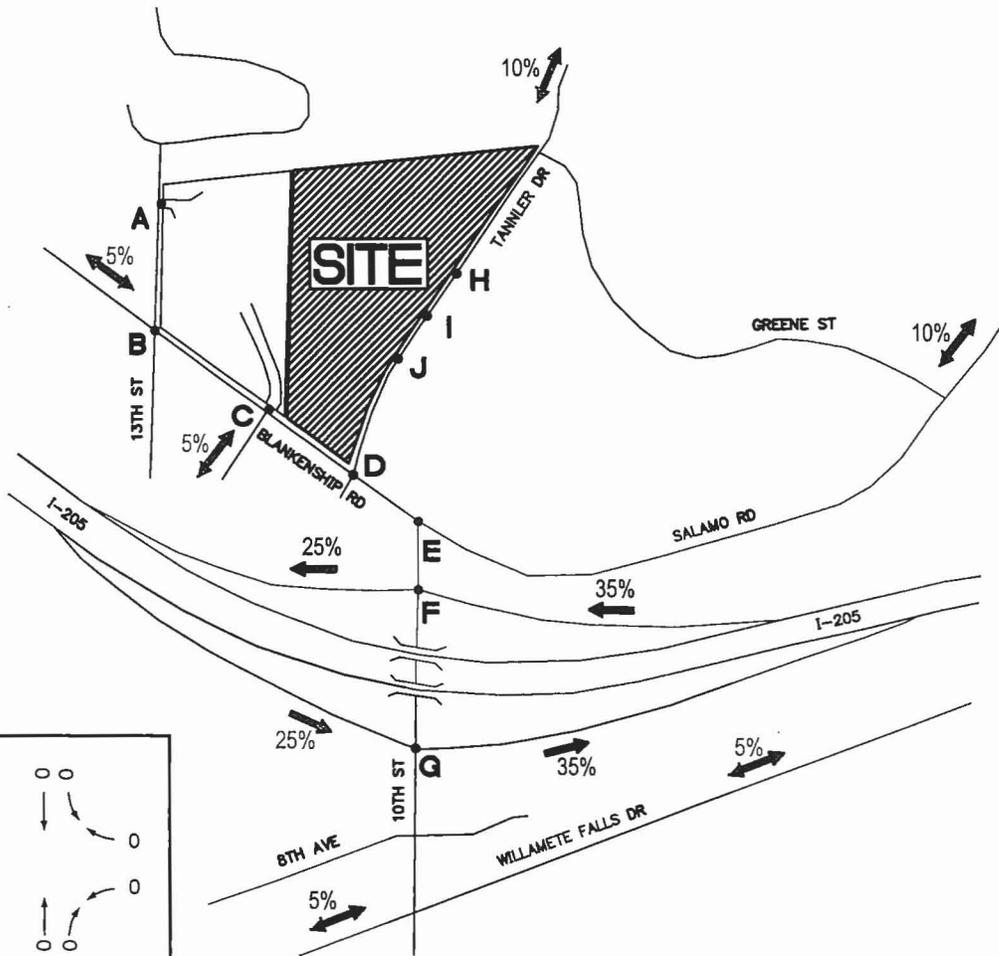
TOTAL TRIPS
 ENTER 397
 EXIT 54

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DATE: 6.20.06
 DRAWN BY: WSB
 CHECKED BY: BTA
 JOB NO: **355**
 2060016.00

BUILDOUT TRIP DISTRIBUTION AND ASSIGNMENT (AM)
WILLAMETTE 205 CORP CENTER
WEST LINN, OREGON

FIGURE
9A




 NOT TO SCALE

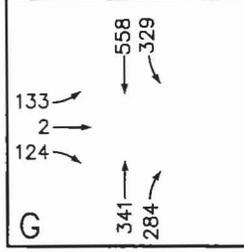
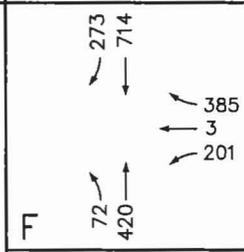
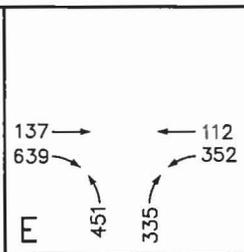
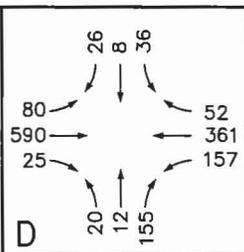
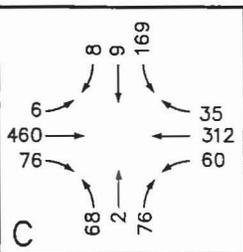
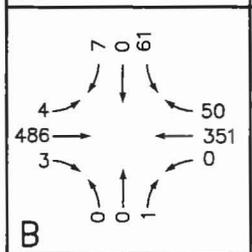
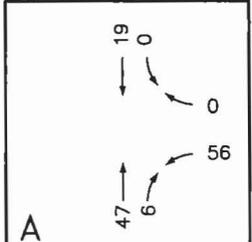
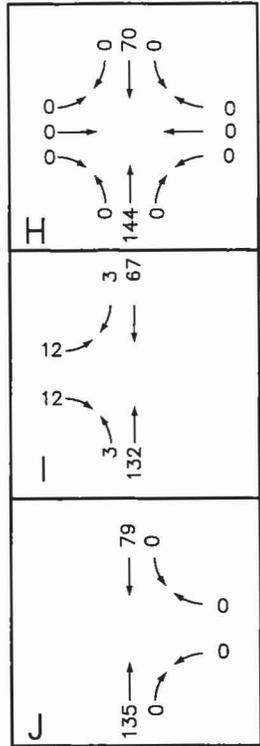
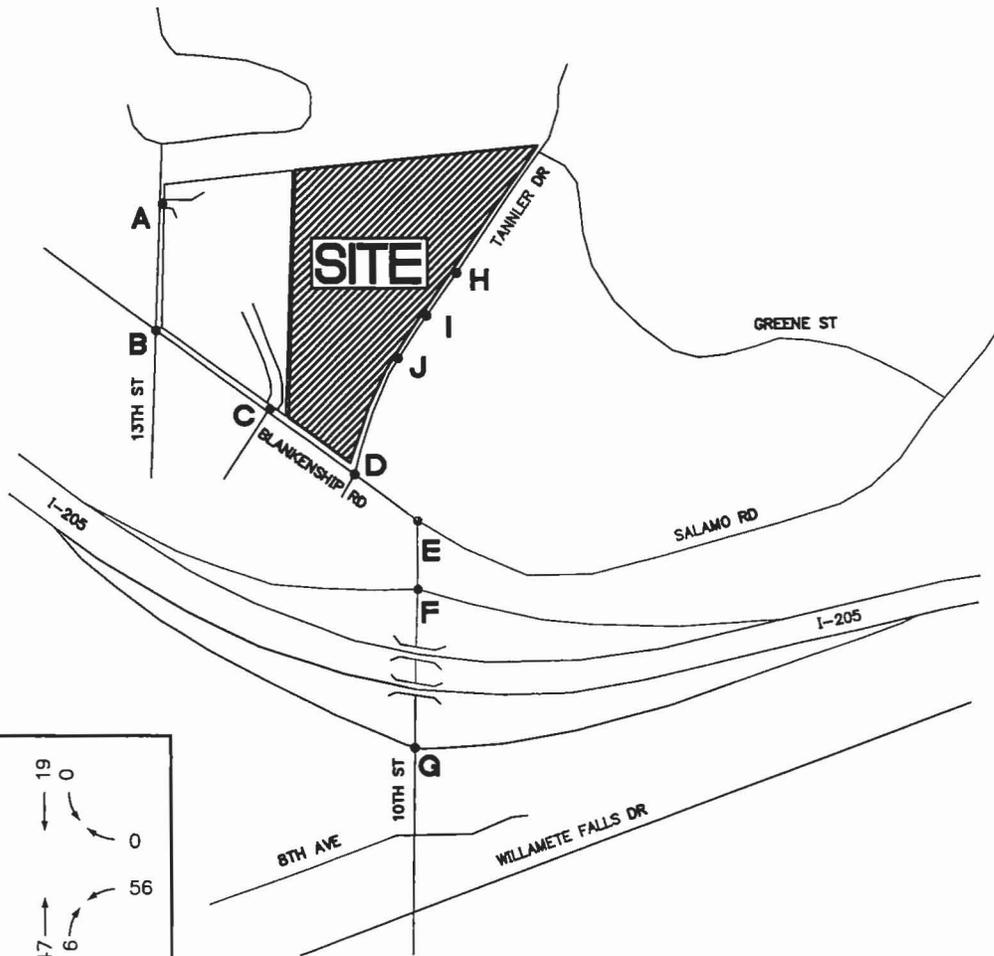
TOTAL TRIPS
 ENTER 71
 EXIT 344

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MACKENZIE
 Portland OR Vancouver WA Tacoma WA Seattle WA
 503.224.9580 360.695.7879 253.471.0551 206.749.9999
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DATE: 6.20.06
 DRAWN BY: WSB
 CHECKED BY: BTA
 JOB NO: **356**
 2060016.00

BUILDOUT TRIP DISTRIBUTION AND ASSIGNMENT (PM)
WILLAMETTE 205 CORP CENTER
WEST LINN, OREGON

FIGURE
9B



NOT TO SCALE

GROUP
MACKENZIE

Portland OR Vancouver WA Tacoma WA Seattle WA
503.224.9580 360.695.7879 253.471.0551 206.749.9993

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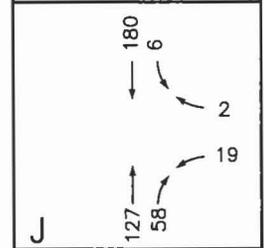
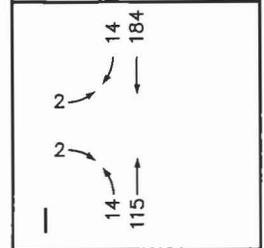
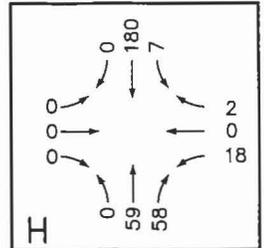
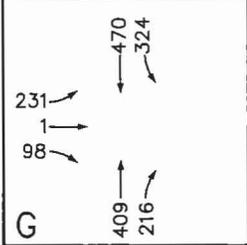
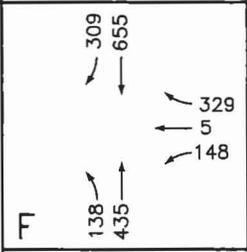
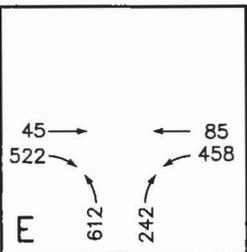
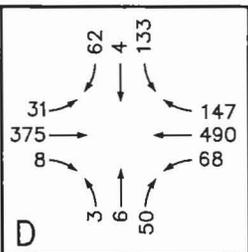
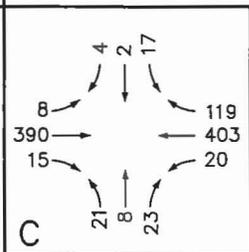
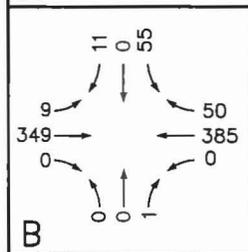
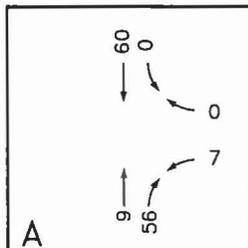
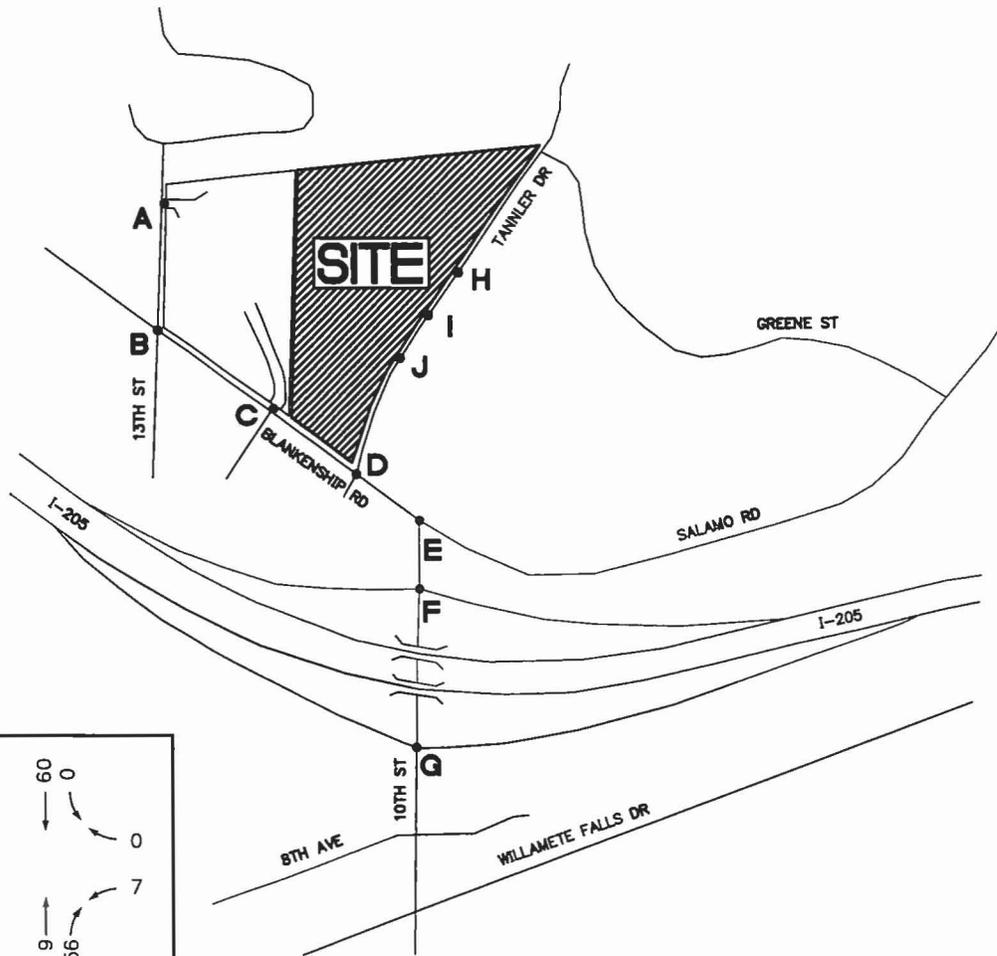
CHECKED BY: BTA

JOB NO: **358**
2060016.00

**2007 PHASE 1 POST-DEVELOPMENT
PM INTERSECTION VOLUMES**

**WILLAMETTE 205 CORP CENTER
WEST LINN, OREGON**

**FIGURE
10B**



NOT TO SCALE

GROUP

MACKENZIE

Portland OR Vancouver WA Tacoma WA Seattle WA
503.224.9580 360.695.7879 253.471.0551 206.749.9993

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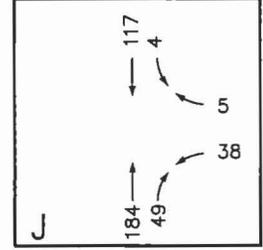
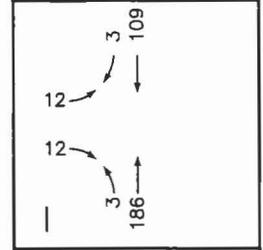
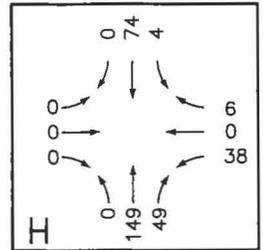
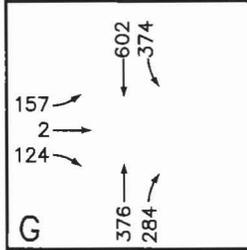
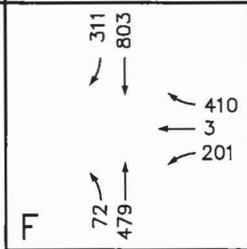
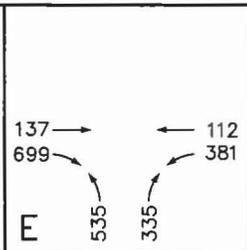
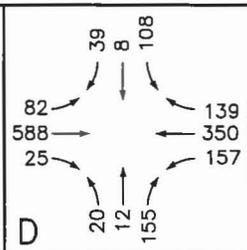
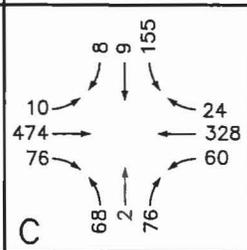
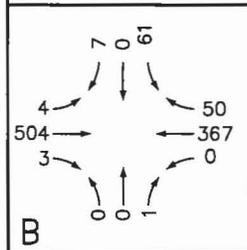
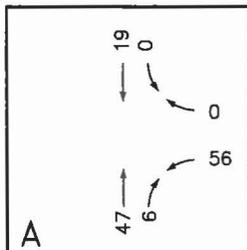
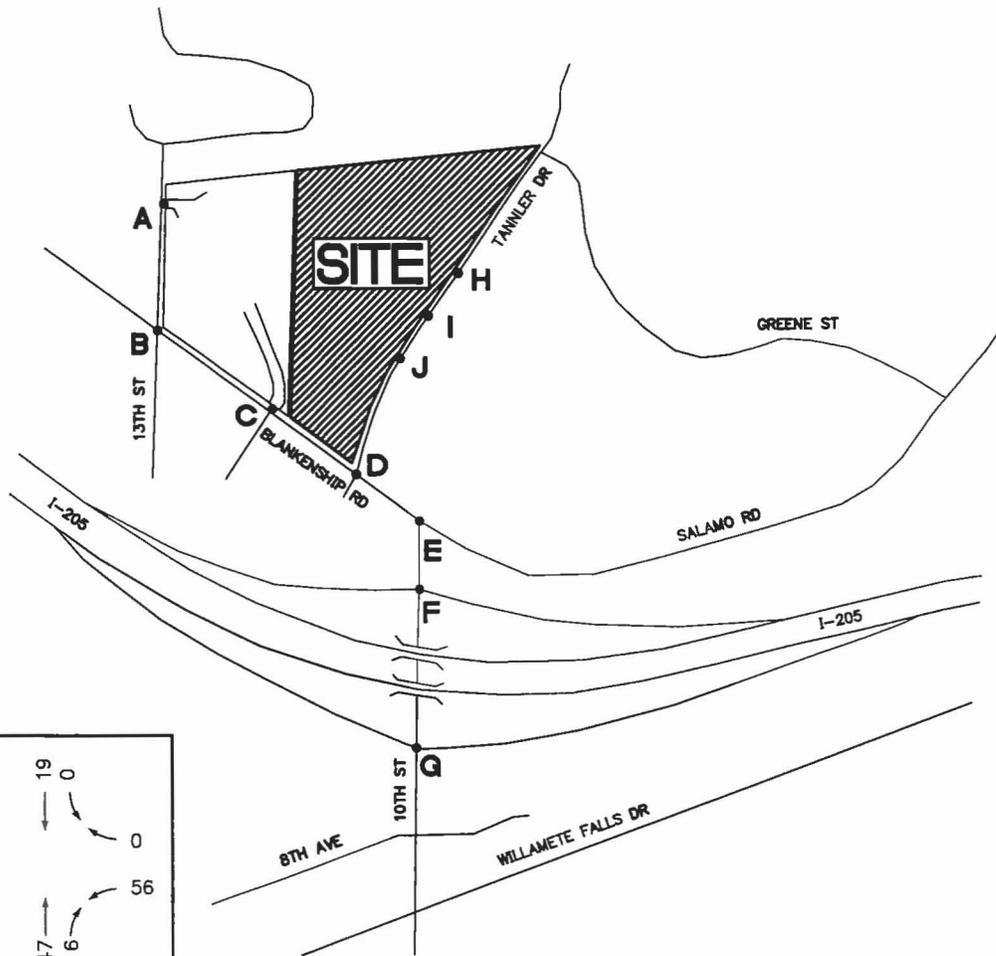
JOB NO: **359**
2060016.00

2007 PHASE 1 POST-DEVELOPMENT
W/ TANNER EAST (AM)

WILLAMETTE 205 CORP CENTER
WEST LINN, OREGON

FIGURE

10C



NOT TO SCALE

GROUP

MACKENZIE

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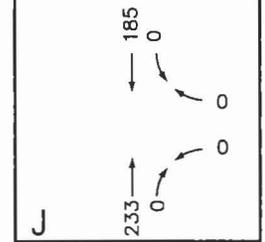
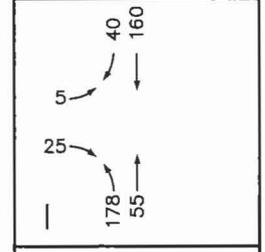
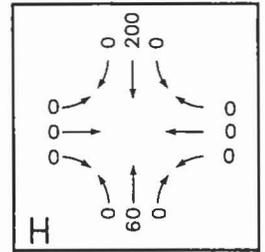
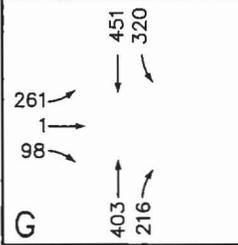
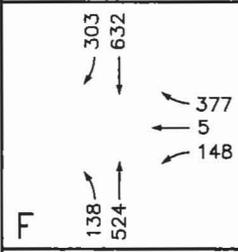
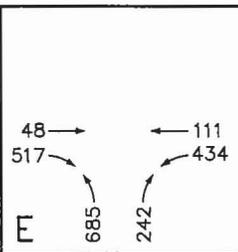
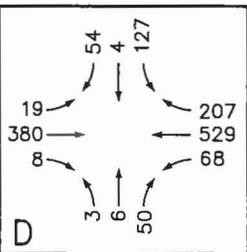
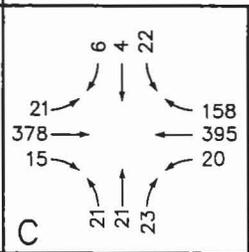
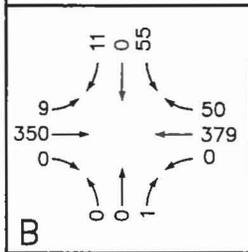
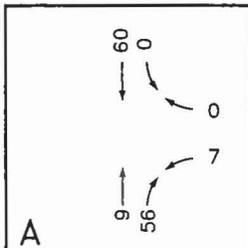
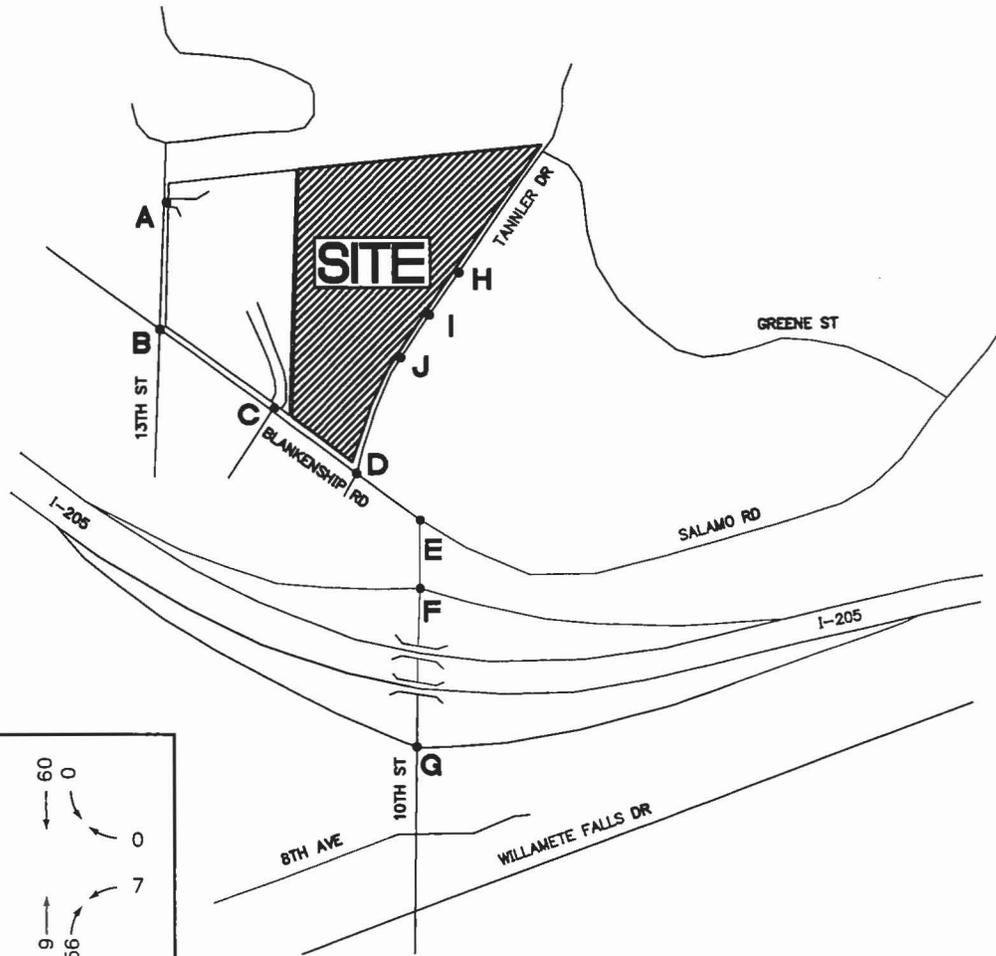
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JOB NO: **360**
2060016.00

2007 PHASE 1 POST-DEVELOPMENT
W/ TANNER EAST (PM)

WILLAMETTE 205 CORP CENTER
WEST LINN, OREGON

FIGURE
10D



NOT TO SCALE

GROUP
MACKENZIE

Portland OR Vancouver WA Tacoma WA Seattle WA
503.224.9580 360.695.7879 253.471.0551 206.749.9993

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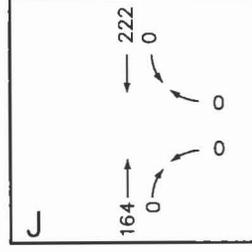
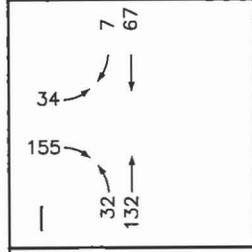
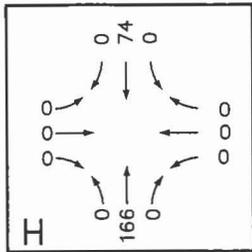
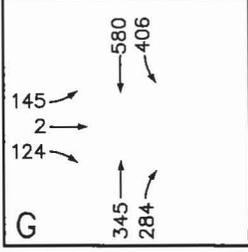
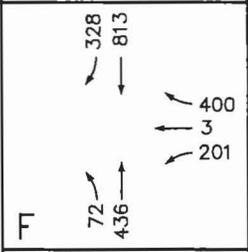
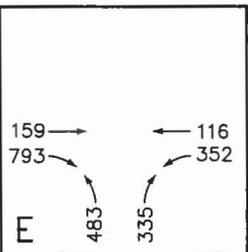
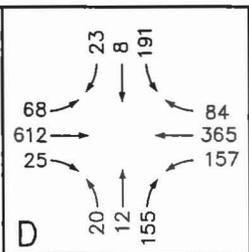
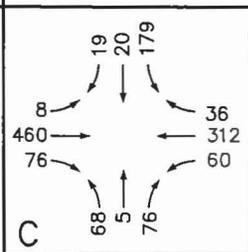
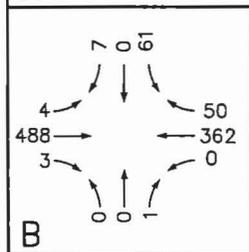
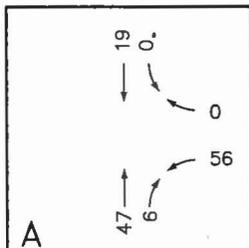
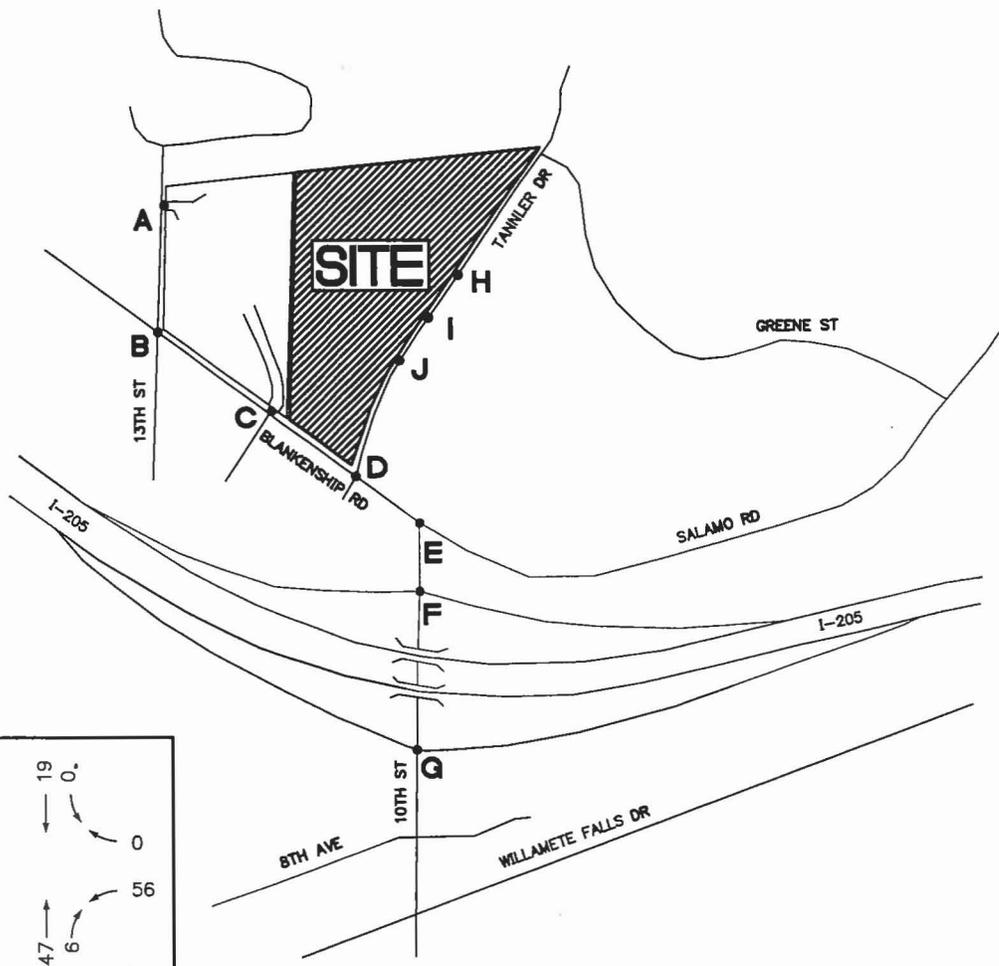
CHECKED BY: BTA

JOB NO: **361**
2060016.00

**2007 BUILDOUT POST-DEVELOPMENT
AM INTERSECTION VOLUMES**

**WILLAMETTE 205 CORP CENTER
WEST LINN, OREGON**

**FIGURE
11A**



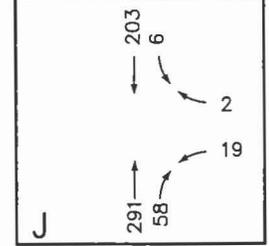
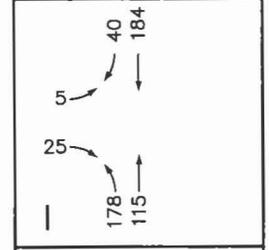
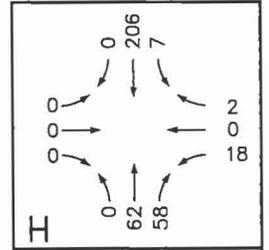
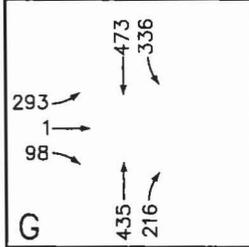
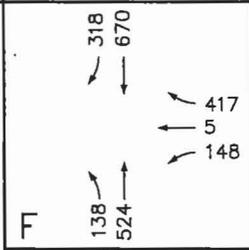
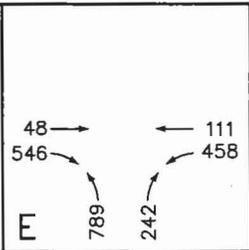
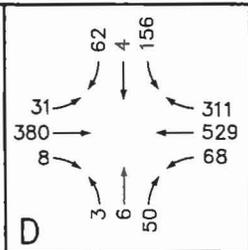
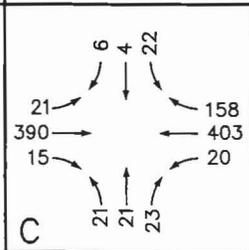
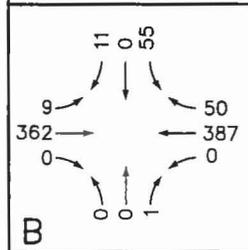
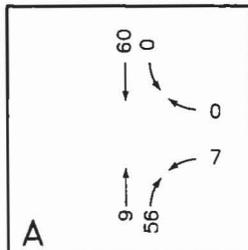
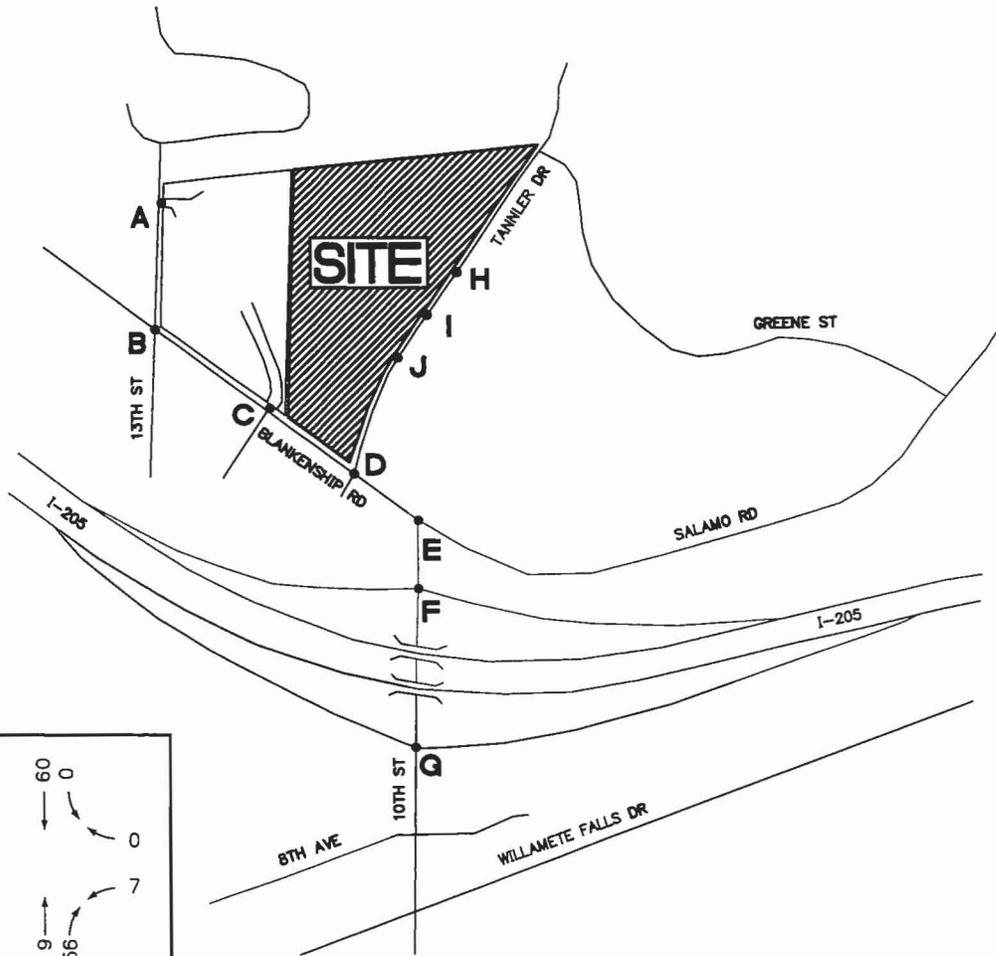
NOT TO SCALE

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DATE: 6.20.06
 DRAWN BY: WSB
 CHECKED BY: BTA
 JOB NO: **362**
 2060016.00

**2007 BUILDOUT POST-DEVELOPMENT
 PM INTERSECTION VOLUMES**
**WILLAMETTE 205 CORP CENTER
 WEST LINN, OREGON**

**FIGURE
 11B**



NOT TO SCALE

GROUP

MACKENZIE

Portland OR Vancouver WA Tacoma WA Seattle WA
503.224.9580 360.695.7879 253.471.0551 206.749.9993

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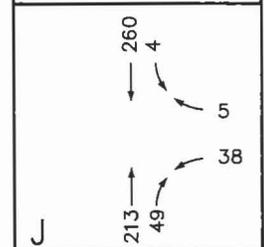
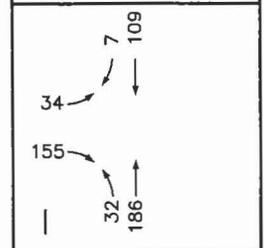
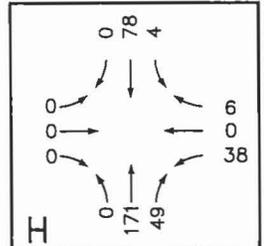
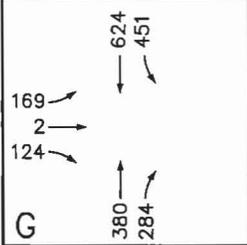
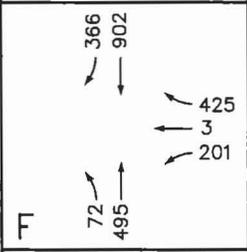
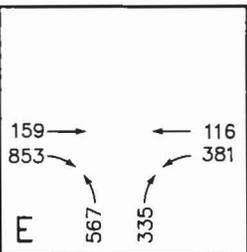
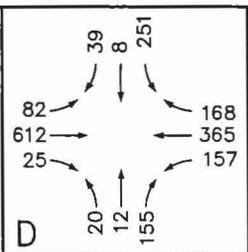
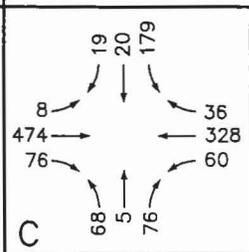
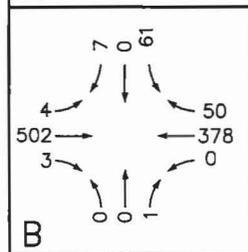
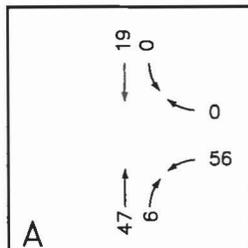
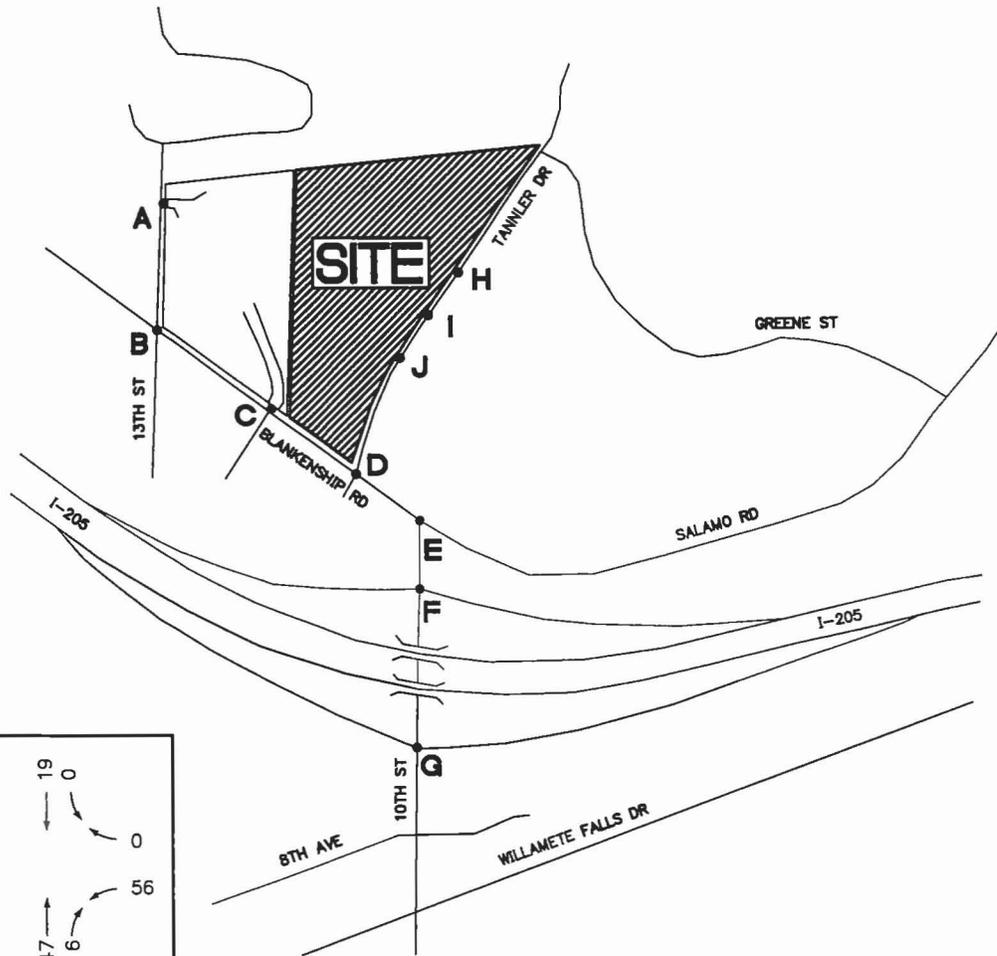
JOB NO: **363**
2060016.00

2007 BUILDOUT POST-DEVELOPMENT
W/ TANNER EAST (AM)

WILLAMETTE 205 CORP CENTER
WEST LINN, OREGON

FIGURE

11C



NOT TO SCALE

GROUP

MACKENZIE

Portland OR Vancouver WA Tacoma WA Seattle WA
503.224.9560 360.695.7879 253.471.0551 206.749.9993

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DATE: 6.20.06

DRAWN BY: WSB

CHECKED BY: BTA

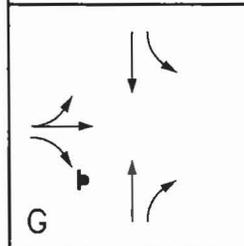
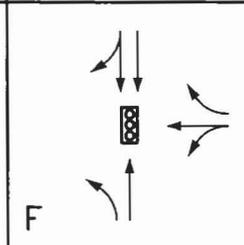
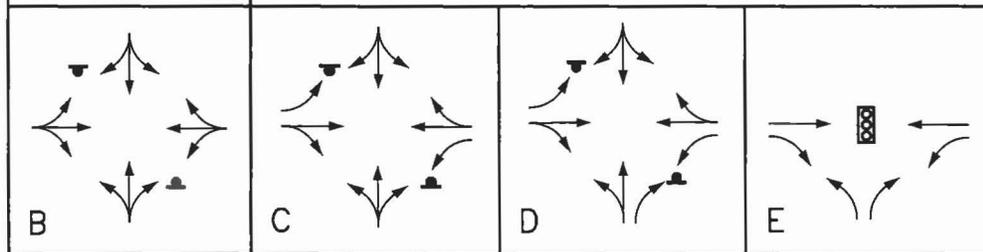
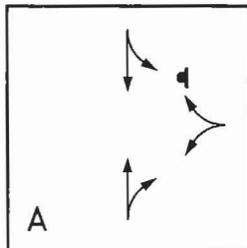
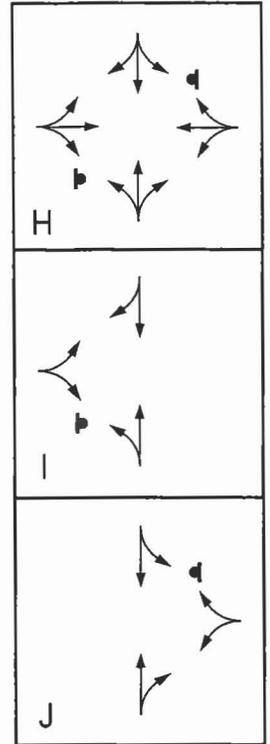
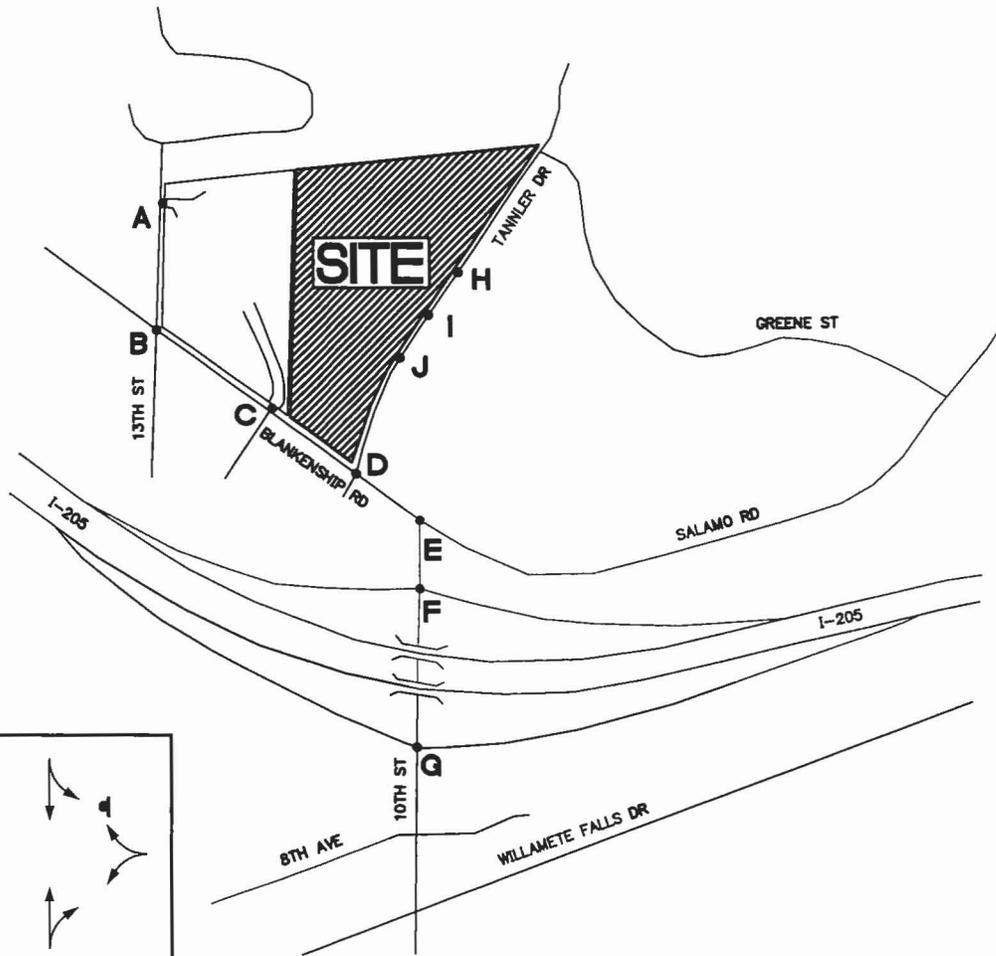
JOB NO: **364**
2060016.00

2007 BUILDOUT POST-DEVELOPMENT
W/ TANNER EAST (PM)

WILLAMETTE 205 CORP CENTER
WEST LINN, OREGON

FIGURE

11D



 = STOP SIGN
 = TRAFFIC SIGNAL



NOT TO SCALE

GROUP
MACKENZIE

Portland OR Vancouver WA Tacoma WA Seattle WA
 503.224.9580 360.695.7879 253.471.0551 206.749.9993

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DATE: 6.20.06

DRAWN BY: WSB

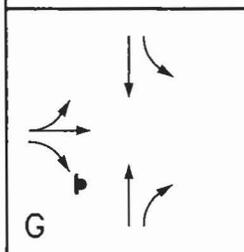
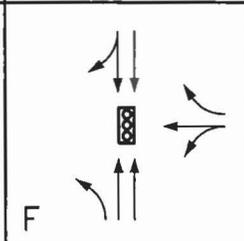
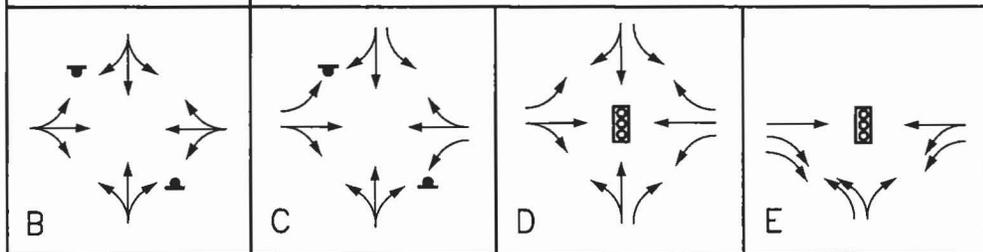
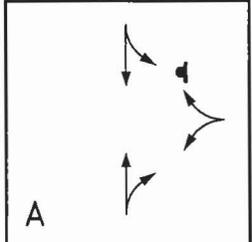
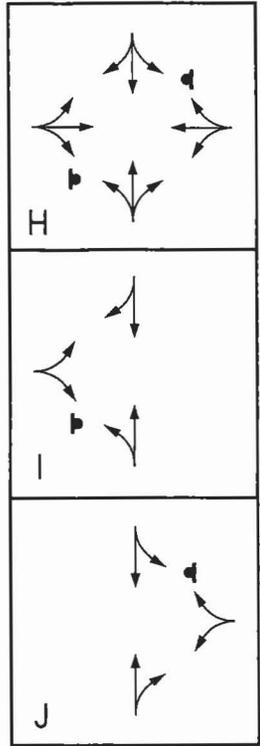
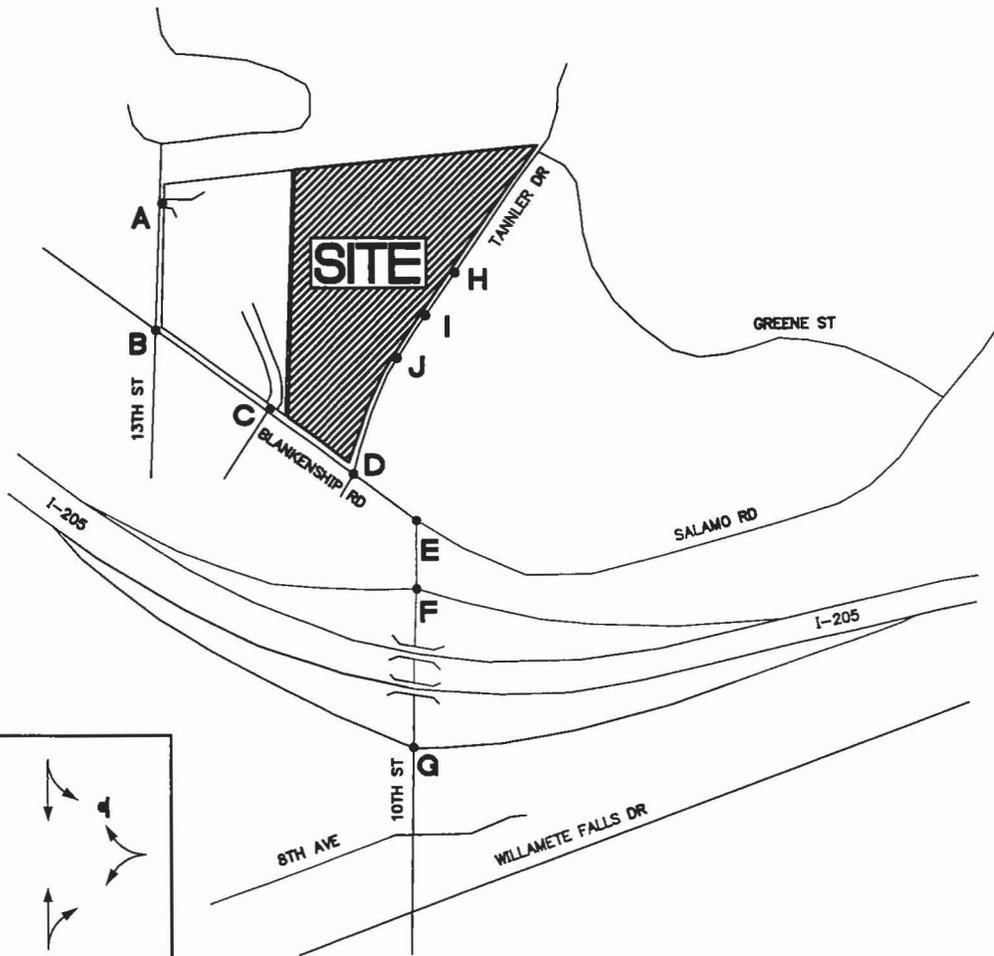
CHECKED BY: BTA

JOB NO: **365**
 2060016.00

2007 PAHSE 1 MITIGATED LANE
 CONFIGURATIONS AND TRAFFIC CONTROL

WILLAMETTE 205 CORP CENTER
 WEST LINN, OREGON

FIGURE
12A



 = STOP SIGN
 = TRAFFIC SIGNAL



NOT TO SCALE

GROUP
MACKENZIE

Portland OR Vancouver WA Tacoma WA Seattle WA
 503.224.9560 360.695.7879 253.471.0551 206.749.9993

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DATE: 6.20.06

DRAWN BY: WSB

CHECKED BY: BTA

JOB NO: **366**
 2060016.00

2007 BUILDOUT MITIGATED LANE
 CONFIGURATIONS AND TRAFFIC CONTROL

WILLAMETTE 205 CORP CENTER
 WEST LINN, OREGON

FIGURE
12B

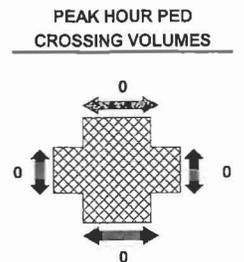
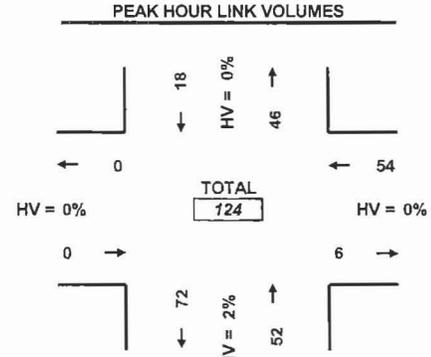
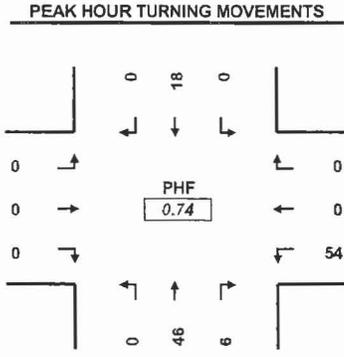
APPENDIX B
Traffic Count
Summaries

INTERSECTION: Summerlinn Dr.--/Office Access--
 PROJECT ID#: 2060016
 QC JOB #: 10142114

START TIME: 4:00 PM
 END TIME: 6:00 PM
 DATE: 2/2/2006



QUALITY COUNTS
 16285 SW 85th Avenue, Ste. 105
 Tigard, OR 97224
 Phone: 503-620-4242
 Fax: 503 620-4545
 email: jrw@qualitycounts.net
 www.qualitycounts.net



PEAK HOUR: 4:30 PM TO 5:30 PM

PEAK 15 MINUTES: 5:00 PM TO 5:15 PM

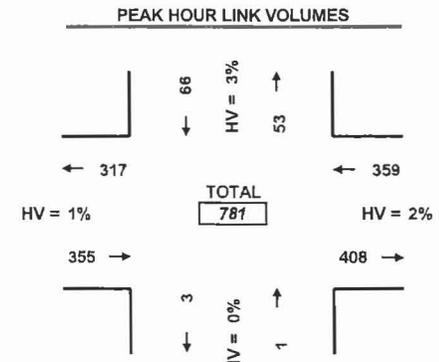
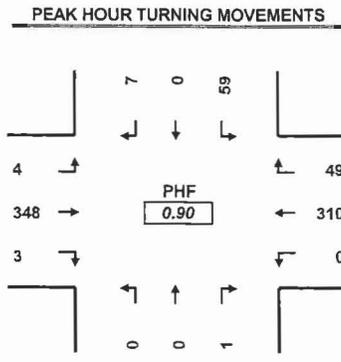
5-MINUTE COUNT PERIOD BEGINNING AT	Summerlinn Dr.-- (Southbound)			Office Access-- (Westbound)			Summerlinn Dr.-- (Northbound)			-- (Eastbound)			Crosswalk Usage (Peds By Approach)				TOTAL	
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	North	East	South	West	Veh	Peds
4:00 PM	0	2	0	0	0	1	0	1	0	0	0	0	0	0	0	0	4	0
4:05 PM	0	3	0	0	0	2	2	6	0	0	0	0	0	0	0	0	13	0
4:10 PM	0	1	0	0	0	1	1	2	0	0	0	0	0	0	0	0	5	0
4:15 PM	0	1	0	0	0	3	0	3	0	0	0	0	0	0	0	0	7	0
4:20 PM	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	3	0
4:25 PM	0	1	0	0	0	3	0	4	0	0	0	0	0	0	0	0	8	0
4:30 PM	0	0	0	0	0	3	3	3	0	0	0	0	0	0	0	0	9	0
4:35 PM	0	2	0	0	0	5	0	3	0	0	0	0	0	0	0	0	10	0
4:40 PM	0	2	0	0	0	6	1	5	0	0	0	0	0	0	0	0	14	0
4:45 PM	0	2	0	0	0	6	0	3	0	0	0	0	0	0	0	0	11	0
4:50 PM	0	0	0	0	0	1	0	4	0	0	0	0	0	0	0	0	5	0
4:55 PM	0	2	0	0	0	7	1	4	0	0	0	0	0	0	0	0	14	0
5:00 PM	0	3	0	0	0	9	0	6	0	0	0	0	0	0	0	0	18	0
5:05 PM	0	0	0	0	0	8	1	2	0	0	0	0	0	0	0	0	11	0
5:10 PM	0	1	0	0	0	6	0	6	0	0	0	0	0	0	0	0	13	0
5:15 PM	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	3	0
5:20 PM	0	1	0	0	0	1	0	4	0	0	0	0	0	0	0	0	6	0
5:25 PM	0	4	0	0	0	2	0	4	0	0	0	0	0	0	0	0	10	0
5:30 PM	0	1	0	0	0	3	0	3	0	0	0	0	0	0	0	0	7	0
5:35 PM	0	2	0	0	0	1	0	8	0	0	0	0	2	0	0	0	11	2
5:40 PM	0	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	5	0
5:45 PM	0	1	0	0	0	1	0	2	0	0	0	0	0	0	0	0	4	0
5:50 PM	0	3	0	0	0	1	0	5	0	0	0	0	0	0	0	0	9	0
5:55 PM	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0
HOURLY TOTALS	Southbound			Westbound			Northbound			Eastbound			Pedestrians By Approach				TOTAL	
4:00 PM	0	16	0	0	0	39	9	39	0	0	0	0	0	0	0	0	103	0
4:15 PM	0	14	0	0	0	58	7	44	0	0	0	0	0	0	0	0	123	0
4:30 PM	0	18	0	0	0	54	6	46	0	0	0	0	0	0	0	0	124	0
4:45 PM	0	18	0	0	0	44	2	50	0	0	0	0	2	0	0	0	114	2
5:00 PM	0	19	0	0	0	32	1	47	0	0	0	0	2	0	0	0	99	2

INTERSECTION: Summerlin Dr.--/Blankenship Rd.--
 PROJECT ID#: 2060016
 QC JOB #: 10142113

START TIME: 4:00 PM
 END TIME: 6:00 PM
 DATE: 2/2/2006

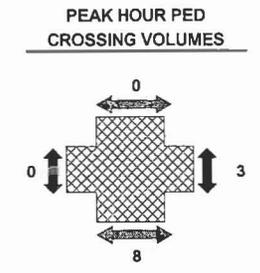


QUALITY COUNTS
 16285 SW 85th Avenue, Ste. 105
 Tigard, OR 97224
 Phone: 503-620-4242
 Fax: 503 620-4545
 email: jrww@qualitycounts.net
 www.qualitycounts.net



PEAK HOUR: 4:45 PM TO 5:45 PM

PEAK 15 MINUTES: 5:30 PM TO 5:45 PM



5-MINUTE COUNT PERIOD	Summerlin Dr.-- (Southbound)			Blankenship Rd.-- (Westbound)			Summerlin Dr.-- (Northbound)			Blankenship Rd.-- (Eastbound)			Crosswalk Usage (Peds By Approach)				TOTAL	
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	North	East	South	West	Veh	Peds
4:00 PM	0	0	2	1	26	0	0	0	0	23	0	0	0	0	0	0	52	0
4:05 PM	1	0	5	6	27	0	0	0	0	14	0	0	0	0	0	0	53	0
4:10 PM	0	0	1	3	23	0	0	0	0	31	1	0	0	0	0	0	59	0
4:15 PM	2	0	3	2	17	0	0	0	0	25	1	0	0	0	0	0	50	0
4:20 PM	0	0	0	2	23	1	1	0	0	19	0	0	0	0	0	0	46	0
4:25 PM	3	0	2	3	17	0	0	0	0	25	1	0	0	0	0	0	51	0
4:30 PM	0	0	3	2	27	1	1	0	0	26	3	0	0	0	0	0	64	0
4:35 PM	0	0	5	4	15	1	0	0	0	34	0	1	0	0	0	0	59	1
4:40 PM	0	0	11	4	18	0	0	1	0	18	1	0	0	0	0	0	53	0
4:45 PM	0	0	7	3	29	0	0	0	0	31	0	0	0	0	0	0	70	0
4:50 PM	0	0	2	4	29	0	0	0	0	24	0	0	0	0	0	0	60	0
4:55 PM	0	0	7	5	18	0	0	0	0	28	0	0	0	4	0	0	58	4
5:00 PM	2	0	8	4	23	0	0	0	0	26	2	0	0	0	0	0	66	0
5:05 PM	1	0	12	3	27	0	0	0	0	26	0	0	0	0	0	0	69	0
5:10 PM	0	0	7	7	35	0	1	0	0	19	0	0	0	0	0	0	69	0
5:15 PM	0	0	2	1	19	0	0	0	0	34	1	0	0	1	0	0	57	1
5:20 PM	1	0	2	4	24	0	0	0	0	29	0	0	0	1	0	0	60	1
5:25 PM	2	0	2	4	18	0	0	0	0	28	0	0	0	0	0	0	54	0
5:30 PM	1	0	5	3	34	0	0	0	0	42	1	0	3	2	0	0	86	5
5:35 PM	0	0	4	7	25	0	0	0	0	30	0	0	0	0	0	0	67	0
5:40 PM	0	0	1	4	29	0	0	0	0	31	0	0	0	0	0	0	65	0
5:45 PM	1	0	1	2	19	0	0	0	0	35	0	0	0	3	0	0	58	3
5:50 PM	0	0	4	5	27	0	0	0	0	17	0	0	0	0	0	0	53	0
5:55 PM	0	0	1	2	31	0	1	0	0	29	0	0	0	0	0	0	64	0
HOURLY TOTALS	Southbound			Westbound			Northbound			Eastbound			Pedestrians By Approach				TOTAL	
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	West	East	North	South	Veh	Peds
4:00 PM	6	0	48	39	269	3	2	1	0	2	298	7	1	0	4	0	675	5
4:15 PM	8	0	67	43	278	3	3	1	0	3	301	8	1	0	4	0	715	5
4:30 PM	6	0	68	45	282	2	2	1	0	3	323	7	1	0	6	0	739	7
4:45 PM	7	0	59	49	310	0	1	0	0	3	348	4	0	3	8	0	781	11
5:00 PM	8	0	49	46	311	0	2	0	0	2	346	4	0	3	7	0	768	10

Version 3.1

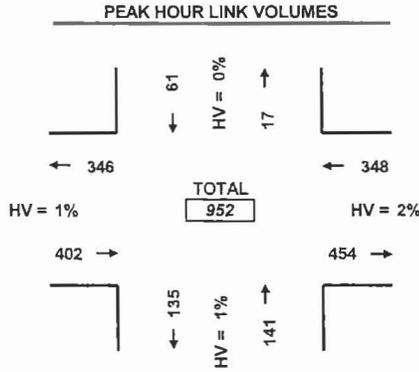
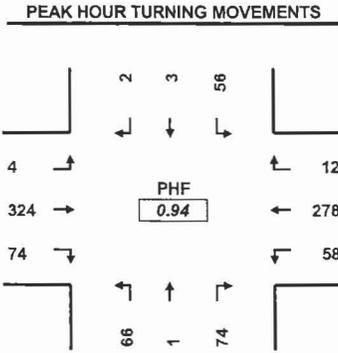
Albertsons

INTERSECTION: Office Access--/Blankenship Rd.--
 PROJECT ID#: 2060016
 QC JOB #: 10142112

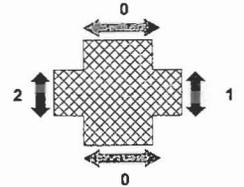
START TIME: 4:00 PM
 END TIME: 6:00 PM
 DATE: 2/2/2006



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 Tigard, OR 97224
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 Fax: 503-620-4545
 email: jrw@qualitycounts.net
 www.qualitycounts.net



PEAK HOUR PED CROSSING VOLUMES



PEAK HOUR: 4:45 PM TO 5:45 PM

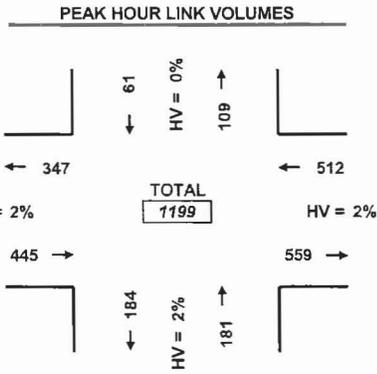
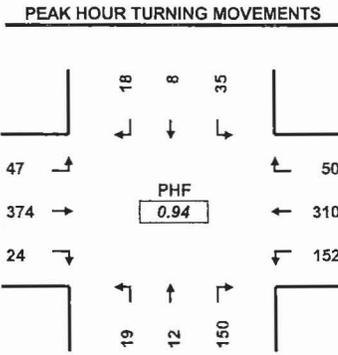
PEAK 15 MINUTES: 5:00 PM TO 5:15 PM

5-MINUTE COUNT PERIOD BEGINNING AT	Office Access-- (Southbound)			Blankenship Rd.-- (Westbound)			Albertsons Access-- (Northbound)			Blankenship Rd.-- (Eastbound)			Crosswalk Usage (Peds By Approach)				TOTAL	
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	North	East	South	West	Veh	Peds
4:00 PM	0	0	4	0	23	8	4	0	5	3	17	1	0	0	0	0	65	0
4:05 PM	0	0	2	0	19	3	4	0	5	8	15	0	0	0	0	0	56	0
4:10 PM	2	0	5	2	25	3	7	0	10	4	20	0	0	0	0	0	78	0
4:15 PM	0	0	2	0	19	3	7	0	1	5	28	0	0	0	0	0	65	0
4:20 PM	0	0	4	2	18	6	7	0	5	3	14	0	0	0	0	0	59	0
4:25 PM	0	0	2	0	16	4	3	0	3	2	27	0	0	1	0	0	57	1
4:30 PM	0	0	4	6	17	4	5	0	10	4	23	0	0	0	0	0	73	0
4:35 PM	0	2	1	2	18	1	3	0	2	4	28	0	0	0	0	0	61	0
4:40 PM	0	1	2	1	20	6	5	0	3	8	27	0	0	0	0	0	73	0
4:45 PM	0	0	1	1	22	5	5	0	6	8	34	0	0	0	0	0	82	0
4:50 PM	0	1	2	3	24	2	5	0	8	6	20	0	0	1	0	0	71	1
4:55 PM	0	0	8	4	23	1	7	0	8	6	24	0	0	0	0	0	81	0
5:00 PM	1	0	8	1	18	6	5	0	2	5	26	1	0	0	0	1	73	1
5:05 PM	0	1	10	1	24	8	6	0	8	4	34	1	0	0	0	1	97	1
5:10 PM	0	0	7	0	31	6	2	0	7	7	23	1	0	0	0	0	84	0
5:15 PM	0	1	1	2	18	9	4	1	4	4	24	0	0	0	0	0	68	0
5:20 PM	0	0	4	0	18	5	9	0	5	6	30	0	0	0	0	0	77	0
5:25 PM	0	0	1	0	24	3	9	0	2	6	21	0	0	0	0	0	66	0
5:30 PM	0	0	5	0	30	3	8	0	5	9	30	0	0	0	0	0	90	0
5:35 PM	1	0	5	0	22	6	4	0	7	9	29	1	0	0	0	0	84	0
5:40 PM	0	0	4	0	24	4	10	0	4	4	29	0	0	0	0	0	79	0
5:45 PM	0	0	4	0	20	6	11	0	3	4	28	0	0	0	0	0	76	0
5:50 PM	0	0	1	0	21	2	3	0	4	5	26	0	0	0	0	0	62	0
5:55 PM	0	0	3	0	28	3	6	0	11	3	16	0	0	0	0	0	70	0
HOURLY TOTALS	Southbound			Westbound			Northbound			Eastbound			Pedestrians By Approach				TOTAL	
4:00 PM	2	4	37	21	244	46	62	0	66	61	277	1	0	2	0	0	821	2
4:15 PM	1	5	51	21	250	52	60	0	63	62	308	3	0	2	0	2	876	4
4:30 PM	1	6	49	21	257	56	65	1	65	68	314	3	0	1	0	2	906	3
4:45 PM	2	3	56	12	278	58	74	1	66	74	324	4	0	1	0	2	952	3
5:00 PM	2	2	53	4	278	61	77	1	62	66	316	4	0	0	0	2	926	2

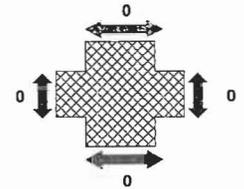
INTERSECTION: *Tannler--/Blankenship Rd.--*
 PROJECT ID#: 2060016
 QC JOB #: 10142111

START TIME: 4:00 PM
 END TIME: 6:00 PM
 DATE: 2/2/2006

QC
QUALITY COUNTS
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 Tigard, OR 97224
 Phone: 503-620-4242
 Fax: 503 620-4545
 email: jrw@qualitycounts.net
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PEAK HOUR PED CROSSING VOLUMES



PEAK HOUR: 5:00 PM TO 6:00 PM

PEAK 15 MINUTES: 5:30 PM TO 5:45 PM

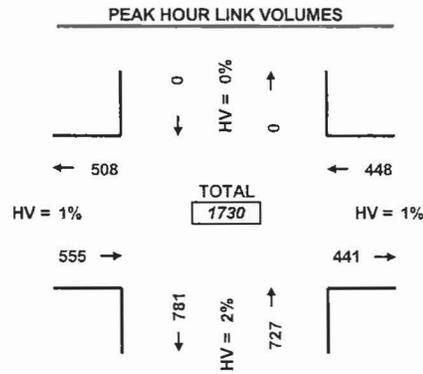
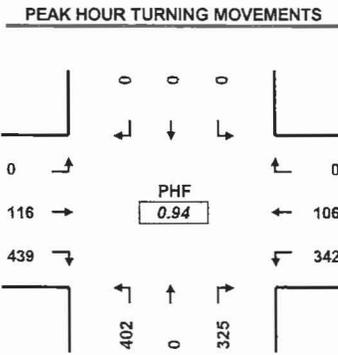
5-MINUTE COUNT PERIOD BEGINNING AT	Tannler-- (Southbound)			Blankenship Rd.-- (Westbound)			Tannler-- (Northbound)			Blankenship Rd.-- (Eastbound)			Crosswalk Usage (Peds By Approach)				TOTAL	
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	North	East	South	West	Veh	Peds
4:00 PM	2	0	2	2	22	11	9	1	1	0	26	4	0	0	0	0	80	0
4:05 PM	2	1	5	3	18	9	15	2	0	0	14	1	0	0	0	0	70	0
4:10 PM	1	1	5	6	21	5	6	0	2	2	34	2	0	0	0	0	85	0
4:15 PM	2	0	3	2	16	10	7	1	2	1	29	3	0	0	0	0	76	0
4:20 PM	1	1	3	2	24	16	12	0	0	0	31	1	0	0	0	0	91	0
4:25 PM	2	0	3	2	20	14	9	2	1	1	25	4	0	0	0	0	83	0
4:30 PM	0	0	5	6	21	15	9	0	1	2	34	1	0	0	0	0	94	0
4:35 PM	2	0	5	6	21	13	10	3	1	0	21	6	0	0	0	0	88	0
4:40 PM	1	0	3	7	18	14	9	0	1	1	31	5	0	0	0	0	90	0
4:45 PM	5	0	6	8	28	16	8	4	2	0	28	0	0	0	0	0	105	0
4:50 PM	3	0	4	6	23	12	15	0	1	1	31	3	0	0	0	0	99	0
4:55 PM	3	1	1	6	24	13	6	0	0	1	30	2	0	0	0	0	87	0
5:00 PM	3	0	1	3	19	13	12	1	0	3	32	4	0	0	0	0	91	0
5:05 PM	2	0	3	5	31	5	12	1	1	3	51	5	0	0	0	0	119	0
5:10 PM	0	2	3	2	35	22	14	0	0	3	25	2	0	0	0	0	108	0
5:15 PM	1	1	1	4	27	14	13	2	1	1	32	2	0	0	0	0	99	0
5:20 PM	4	0	1	3	22	9	8	2	1	1	37	5	0	0	0	0	93	0
5:25 PM	2	1	1	4	24	10	10	1	0	1	20	2	0	0	0	0	76	0
5:30 PM	0	0	3	3	32	15	7	0	1	3	32	5	0	0	0	0	101	0
5:35 PM	1	0	6	4	24	12	10	0	2	1	31	1	0	0	0	0	92	0
5:40 PM	1	0	2	5	30	17	21	3	4	0	40	4	0	0	0	0	127	0
5:45 PM	2	1	2	6	25	10	17	2	1	2	37	7	0	0	0	0	112	0
5:50 PM	1	0	6	5	19	16	9	0	3	6	22	4	0	0	0	0	91	0
5:55 PM	1	3	6	6	22	9	17	0	5	0	15	6	0	0	0	0	90	0
HOURLY TOTALS	Southbound			Westbound			Northbound			Eastbound			Pedestrians By Approach				TOTAL	
4:00 PM	24	4	45	56	256	148	115	13	12	9	334	32	0	0	0	0	1048	0
4:15 PM	24	4	40	55	280	163	123	12	10	16	368	36	0	0	0	0	1131	0
4:30 PM	26	5	34	60	293	156	126	14	9	17	372	37	0	0	0	0	1149	0
4:45 PM	25	5	32	53	319	158	136	14	13	18	389	35	0	0	0	0	1197	0
5:00 PM	18	8	35	50	310	152	150	12	19	24	374	47	0	0	0	0	1199	0

INTERSECTION: *Trees (10th St)--/Blankenship Rd.--*
 PROJECT ID#: 2060016
 QC JOB #: 10142110

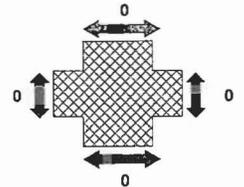
START TIME: 4:00 PM
 END TIME: 6:00 PM
 DATE: 2/2/2006



QUALITY COUNTS
 16285 SW 85th Avenue, Ste. 105
 Tigard, OR 97224
 Phone: 503-620-4242
 Fax: 503-620-4545
 email: jrw@qualitycounts.net
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PEAK HOUR PED CROSSING VOLUMES



PEAK HOUR: 5:00 PM TO 6:00 PM

PEAK 15 MINUTES: 5:30 PM TO 5:45 PM

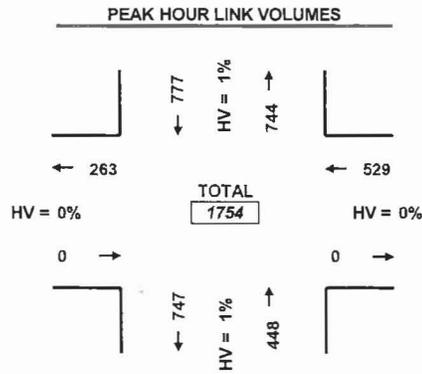
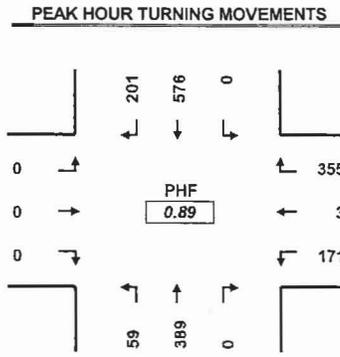
5-MINUTE COUNT PERIOD BEGINNING AT	<i>Trees (10th St)-- (Southbound)</i>			<i>Blankenship Rd.-- (Westbound)</i>			<i>10th St.-- (Northbound)</i>			<i>Blankenship Rd.-- (Eastbound)</i>			Crosswalk Usage (Peds By Approach)				TOTAL	
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	North	East	South	West	Veh	Peds
4:00 PM	0	0	0	0	5	15	22	0	32	29	7	0	0	0	0	0	110	0
4:05 PM	0	0	0	0	8	22	15	0	26	28	6	0	0	0	0	0	105	0
4:10 PM	0	0	0	0	4	12	28	0	34	41	4	0	0	0	0	0	123	0
4:15 PM	0	0	0	0	9	25	20	0	21	29	10	0	0	0	1	0	114	1
4:20 PM	0	0	0	0	9	28	21	0	33	35	12	0	0	0	0	0	138	0
4:25 PM	0	0	0	0	11	14	23	0	25	28	9	0	0	0	0	0	110	0
4:30 PM	0	0	0	0	6	28	19	0	37	38	9	0	0	0	0	0	137	0
4:35 PM	0	0	0	0	9	28	20	0	31	29	6	0	0	0	0	0	123	0
4:40 PM	0	0	0	0	9	15	25	0	34	35	8	0	0	0	0	0	126	0
4:45 PM	0	0	0	0	7	28	25	0	38	38	4	0	0	0	0	0	140	0
4:50 PM	0	0	0	0	6	21	15	0	38	39	11	0	0	0	0	0	130	0
4:55 PM	0	0	0	0	4	15	29	0	35	30	7	0	0	0	0	0	120	0
5:00 PM	0	0	0	0	7	33	22	0	32	36	9	0	0	0	0	0	139	0
5:05 PM	0	0	0	0	10	30	24	0	32	50	15	0	0	0	0	0	161	0
5:10 PM	0	0	0	0	20	28	30	0	39	35	7	0	0	0	0	0	159	0
5:15 PM	0	0	0	0	8	23	20	0	35	35	10	0	0	0	0	0	131	0
5:20 PM	0	0	0	0	4	25	30	0	26	34	11	0	0	0	0	0	130	0
5:25 PM	0	0	0	0	7	28	24	0	29	24	7	0	0	0	0	0	119	0
5:30 PM	0	0	0	0	8	29	23	0	44	30	11	0	0	0	0	0	145	0
5:35 PM	0	0	0	0	5	21	33	0	41	41	6	0	0	0	0	0	147	0
5:40 PM	0	0	0	0	14	35	31	0	27	51	12	0	0	0	0	0	170	0
5:45 PM	0	0	0	0	10	31	26	0	33	38	18	0	0	0	0	0	156	0
5:50 PM	0	0	0	0	5	27	34	0	36	33	4	0	0	0	0	0	139	0
5:55 PM	0	0	0	0	8	32	28	0	28	32	6	0	0	0	0	0	134	0
HOURLY TOTALS	Southbound			Westbound			Northbound			Eastbound			Pedestrians By Approach				TOTAL	
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	West	East	North	South	Veh	Peds
4:00 PM	0	0	0	0	87	251	262	0	384	399	93	0	0	0	1	0	1476	1
4:15 PM	0	0	0	0	107	293	273	0	395	422	107	0	0	0	1	0	1597	1
4:30 PM	0	0	0	0	97	302	283	0	406	423	104	0	0	0	0	0	1615	0
4:45 PM	0	0	0	0	100	316	306	0	416	443	110	0	0	0	0	0	1691	0
5:00 PM	0	0	0	0	106	342	325	0	402	439	116	0	0	0	0	0	1730	0

INTERSECTION: 10th St--I-205 SB Ramp--
 PROJECT ID#: 2060016
 QC JOB #: 10142109

START TIME: 4:00 PM
 END TIME: 6:00 PM
 DATE: 2/2/2006



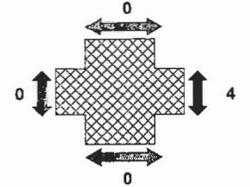
QUALITY COUNTS
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PEAK HOUR: 5:00 PM TO 6:00 PM

PEAK 15 MINUTES: 5:30 PM TO 5:45 PM

PEAK HOUR PED CROSSING VOLUMES



5-MINUTE COUNT PERIOD BEGINNING AT	10th St-- (Southbound)			I-205 SB Ramp-- (Westbound)			10th St-- (Northbound)			I-205 SB Ramp-- (Eastbound)			Crosswalk Usage (Peds By Approach)				TOTAL	
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	North	East	South	West	Veh	Peds
4:00 PM	14	30	0	25	0	14	0	20	7	0	0	0	0	0	0	0	110	0
4:05 PM	14	35	0	15	0	20	0	21	3	0	0	0	0	0	0	0	108	0
4:10 PM	15	38	0	24	0	15	0	36	3	0	0	0	0	0	0	0	131	0
4:15 PM	17	36	0	16	1	14	0	33	7	0	0	16	0	0	0	0	124	0
4:20 PM	21	42	0	26	1	16	0	24	8	0	0	0	0	0	0	0	138	0
4:25 PM	9	32	0	16	0	14	0	26	5	0	0	0	0	0	0	0	102	0
4:30 PM	16	50	0	13	0	9	0	35	5	0	0	13	0	0	0	0	128	0
4:35 PM	23	34	0	23	0	23	0	21	4	0	0	0	0	0	0	0	128	0
4:40 PM	13	37	0	33	0	12	0	22	5	0	0	0	0	0	0	0	122	0
4:45 PM	14	52	0	18	0	23	0	31	2	0	0	18	0	0	0	0	140	0
4:50 PM	11	49	0	23	1	13	0	22	5	0	0	0	0	0	0	0	124	0
4:55 PM	14	30	0	26	0	9	0	32	3	0	0	0	0	0	0	0	114	0
5:00 PM	19	50	0	29	0	12	0	24	6	0	0	29	0	0	0	0	140	0
5:05 PM	19	60	0	44	0	10	0	24	4	0	0	0	0	0	0	0	161	0
5:10 PM	20	43	0	30	0	13	0	23	7	0	0	0	0	0	0	0	136	0
5:15 PM	15	42	0	30	0	17	0	37	5	0	0	30	0	0	0	0	146	0
5:20 PM	19	39	0	20	1	12	0	37	2	0	0	0	0	0	0	0	130	0
5:25 PM	19	33	0	25	0	19	0	30	2	0	0	0	0	0	0	0	128	0
5:30 PM	17	43	0	32	0	15	0	37	4	0	0	32	0	4	0	0	148	4
5:35 PM	17	44	0	28	0	18	0	49	9	0	0	0	0	0	0	0	165	0
5:40 PM	18	68	0	36	1	18	0	35	4	0	0	0	0	0	0	0	180	0
5:45 PM	18	50	0	23	0	17	0	22	3	0	0	0	0	0	0	0	133	0
5:50 PM	10	49	0	29	1	10	0	34	7	0	0	0	0	0	0	0	140	0
5:55 PM	10	55	0	29	0	10	0	37	6	0	0	0	0	0	0	0	147	0
HOURLY TOTALS	Southbound			Westbound			Northbound			Eastbound			Pedestrians By Approach				TOTAL	
4:00 PM	181	465	0	258	3	182	0	323	57	0	0	0	0	0	0	0	1469	0
4:15 PM	196	515	0	297	3	168	0	317	61	0	0	0	0	0	0	0	1557	0
4:30 PM	202	519	0	314	2	172	0	338	50	0	0	0	0	0	0	0	1597	0
4:45 PM	202	553	0	341	3	179	0	381	53	0	0	0	0	4	0	0	1712	4
5:00 PM	201	576	0	355	3	171	0	389	59	0	0	0	0	4	0	0	1754	4

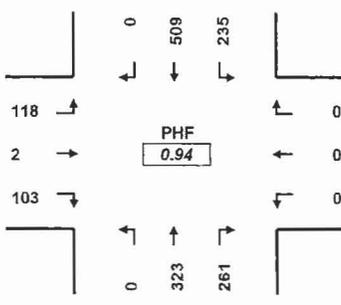
INTERSECTION: 10th St--I-205 NB Ramp--
 PROJECT ID#: 2060016
 QC JOB #: 10142108

START TIME: 4:00 PM
 END TIME: 6:00 PM
 DATE: 2/2/2006

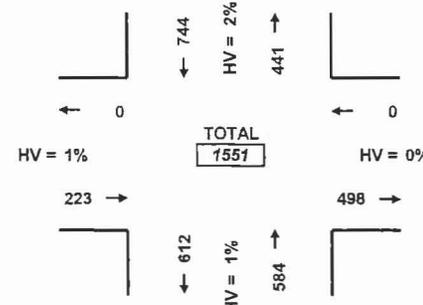


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PEAK HOUR TURNING MOVEMENTS



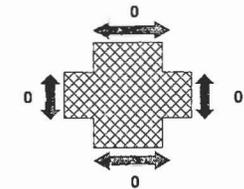
PEAK HOUR LINK VOLUMES



PEAK HOUR: 5:00 PM TO 6:00 PM

PEAK 15 MINUTES: 5:30 PM TO 5:45 PM

PEAK HOUR PED CROSSING VOLUMES



5-MINUTE COUNT PERIOD BEGINNING AT	10th St-- (Southbound)			I-205 NB Ramp-- (Westbound)			10th St-- (Northbound)			I-205 NB Ramp-- (Eastbound)			Crosswalk Usage (Peds By Approach)				TOTAL	
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	North	East	South	West	Veh	Peds
4:00 PM	0	32	13	0	0	0	18	21	0	8	0	6	0	0	0	0	98	0
4:05 PM	0	42	14	0	0	0	19	19	0	13	0	8	0	0	0	0	115	0
4:10 PM	0	37	16	0	0	0	23	28	0	6	0	7	0	0	0	0	117	0
4:15 PM	0	35	16	0	0	0	28	19	0	8	0	12	0	0	0	0	118	0
4:20 PM	0	37	22	0	0	0	22	22	0	7	0	5	0	0	0	0	115	0
4:25 PM	0	30	17	0	0	0	32	26	0	5	0	6	0	0	1	0	116	1
4:30 PM	0	36	23	0	0	0	26	29	0	6	0	5	0	0	0	0	125	0
4:35 PM	0	40	18	0	0	0	20	21	0	4	0	6	0	0	0	0	109	0
4:40 PM	0	35	14	0	0	0	16	27	0	7	0	7	0	0	0	0	106	0
4:45 PM	0	46	29	0	0	0	29	30	0	9	0	4	0	0	0	0	147	0
4:50 PM	0	36	16	0	0	0	22	19	0	13	0	9	0	0	0	0	115	0
4:55 PM	0	39	21	0	0	0	21	30	0	5	0	6	0	0	1	0	122	1
5:00 PM	0	34	22	0	0	0	23	31	0	6	2	11	0	0	0	0	127	0
5:05 PM	0	37	27	0	0	0	22	22	0	12	0	10	0	0	0	0	130	0
5:10 PM	0	36	16	0	0	0	22	27	0	3	0	7	0	0	0	0	111	0
5:15 PM	0	49	18	0	0	0	30	28	0	9	0	4	0	0	0	0	138	0
5:20 PM	0	32	19	0	0	0	26	30	0	6	0	8	0	0	0	0	121	0
5:25 PM	0	40	12	0	0	0	34	25	0	7	0	4	0	0	0	0	122	0
5:30 PM	0	33	25	0	0	0	26	22	0	8	0	14	0	0	0	0	128	0
5:35 PM	0	42	21	0	0	0	18	27	0	16	1	16	0	0	0	0	141	0
5:40 PM	0	66	20	0	0	0	21	23	0	6	0	9	0	0	0	0	145	0
5:45 PM	0	53	15	0	0	0	12	27	0	12	0	11	0	0	0	0	130	0
5:50 PM	0	40	22	0	0	0	13	40	0	8	1	7	0	0	0	0	131	0
5:55 PM	0	47	18	0	0	0	14	21	0	10	0	17	0	0	0	0	127	0
HOURLY TOTALS	Southbound			Westbound			Northbound			Eastbound			Pedestrians By Approach				TOTAL	
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	West	East	North	South	Veh	Peds
4:00 PM	0	445	219	0	0	0	276	291	0	91	0	81	0	0	2	0	1403	2
4:15 PM	0	441	241	0	0	0	283	303	0	85	0	88	0	0	2	0	1441	2
4:30 PM	0	460	235	0	0	0	291	319	0	87	0	81	0	0	1	0	1473	1
4:45 PM	0	490	246	0	0	0	294	314	0	100	1	102	0	0	1	0	1547	1
5:00 PM	0	509	235	0	0	0	261	323	0	103	2	118	0	0	0	0	1551	0

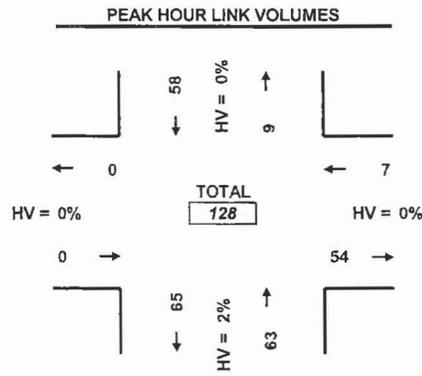
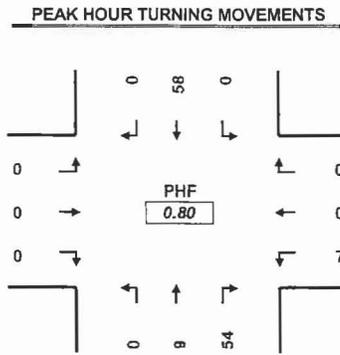
Version 3.1

INTERSECTION: Summerlinn Dr--/Office Access--
 PROJECT ID#: 2060016
 QC JOB #: 10142107

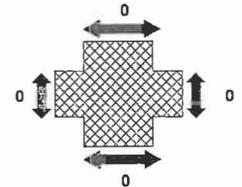
START TIME: 7:00 AM
 END TIME: 9:00 AM
 DATE: 2/2/2006



16285 SW 85th Avenue, Ste. 105
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 email: jrw@qualitycounts.net
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PEAK HOUR PED
 CROSSING VOLUMES



PEAK HOUR: 7:30 AM TO 8:30 AM

PEAK 15 MINUTES: 7:45 AM TO 8:00 AM

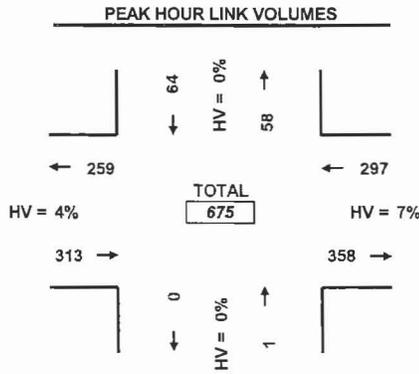
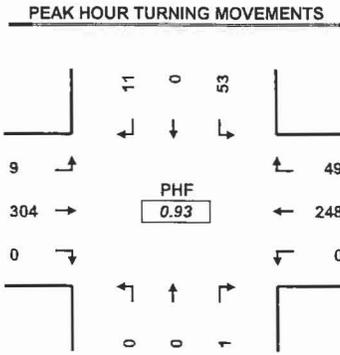
5-MINUTE COUNT PERIOD BEGINNING AT	Summerlinn Dr-- (Southbound)			Office Access-- (Westbound)			Summerlinn Dr-- (Northbound)			Buildings-- (Eastbound)			Crosswalk Usage (Peds By Approach)				TOTAL	
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	North	East	South	West	Veh	Peds
7:00 AM	0	3	0	0	0	1	5	3	0	0	0	0	0	0	0	0	12	0
7:05 AM	0	5	0	0	0	1	2	0	0	0	0	0	0	0	0	0	8	0
7:10 AM	0	7	1	0	0	0	0	1	0	0	0	0	0	0	0	0	9	0
7:15 AM	0	5	0	0	0	0	2	1	0	0	0	0	0	0	0	0	8	0
7:20 AM	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	8	0
7:25 AM	0	6	0	0	0	1	3	0	0	0	0	0	0	0	0	0	10	0
7:30 AM	0	5	0	0	0	0	4	0	0	0	0	0	0	0	0	0	9	0
7:35 AM	0	10	0	0	0	0	1	0	0	0	0	0	0	0	0	0	11	0
7:40 AM	0	5	0	0	0	1	5	1	0	0	0	0	0	0	0	0	12	0
7:45 AM	0	1	0	0	0	0	5	2	0	0	0	0	0	0	0	0	8	0
7:50 AM	0	8	0	0	0	0	10	0	0	0	0	0	0	0	0	0	18	0
7:55 AM	0	3	0	0	0	1	8	2	0	0	0	0	0	0	0	0	14	0
8:00 AM	0	3	0	0	0	2	5	0	0	0	0	0	0	0	0	0	10	0
8:05 AM	0	5	0	0	0	0	2	0	0	0	0	0	0	0	0	0	7	0
8:10 AM	0	4	0	0	0	1	2	0	0	0	0	0	0	0	0	0	7	0
8:15 AM	0	5	0	0	0	0	6	2	0	0	0	0	0	0	0	0	13	0
8:20 AM	0	6	0	0	0	0	2	1	0	0	0	0	0	0	0	0	9	0
8:25 AM	0	3	0	0	0	2	4	1	0	0	0	0	0	0	0	0	10	0
8:30 AM	0	5	0	0	0	0	1	0	0	0	0	0	0	0	0	0	6	0
8:35 AM	0	5	0	0	0	0	3	0	0	0	0	0	0	0	0	0	8	0
8:40 AM	0	4	0	0	0	1	3	1	0	0	0	0	0	0	0	0	9	0
8:45 AM	0	1	0	0	0	0	2	1	0	0	0	0	0	0	0	0	4	0
8:50 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0
8:55 AM	0	1	0	0	0	0	8	0	0	0	0	0	0	0	0	0	9	0
HOURLY TOTALS	Southbound			Westbound			Northbound			Eastbound			Pedestrians By Approach				TOTAL	
7:00 AM	0	62	1	0	0	5	49	10	0	0	0	0	0	0	0	0	127	0
7:15 AM	0	59	0	0	0	6	51	6	0	0	0	0	0	0	0	0	122	0
7:30 AM	0	58	0	0	0	7	54	9	0	0	0	0	0	0	0	0	128	0
7:45 AM	0	52	0	0	0	7	51	9	0	0	0	0	0	0	0	0	119	0
8:00 AM	0	43	0	0	0	7	38	6	0	0	0	0	0	0	0	0	94	0

INTERSECTION: *Blankenship Rd.--/Summerlin Dr.--*
 PROJECT ID#: 2060016
 QC JOB #: 10142106

START TIME: 7:00 AM
 END TIME: 9:00 AM
 DATE: 2/2/2006



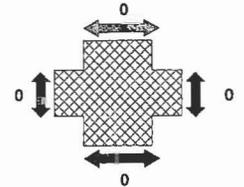
QUALITY COUNTS
 16285 SW 85th Avenue, Ste. 105
 Tigard, OR 97224
 Phone: 503-620-4242
 Fax: 503 620-4545
 email: jrw@qualitycounts.net
 www.qualitycounts.net



PEAK HOUR: 7:15 AM TO 8:15 AM

PEAK 15 MINUTES: 7:45 AM TO 8:00 AM

PEAK HOUR PED CROSSING VOLUMES



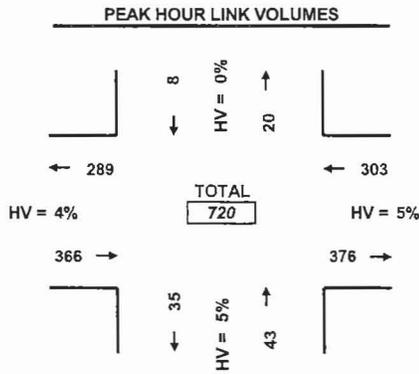
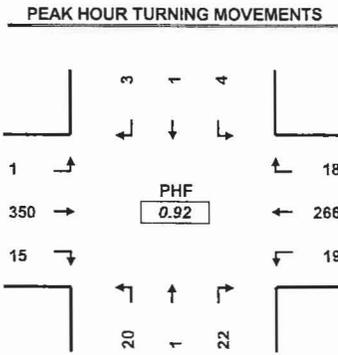
5-MINUTE COUNT PERIOD BEGINNING AT	Blankenship Rd.-- (Southbound)			Summerlin Dr.-- (Westbound)			Blankenship Rd.-- (Northbound)			Summerlin Dr.-- (Eastbound)			Crosswalk Usage (Peds By Approach)				TOTAL	
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	North	East	South	West	Veh	Peds
7:00 AM	0	0	4	5	9	0	0	0	0	18	2	0	0	0	0	0	38	0
7:05 AM	0	0	6	2	6	0	0	0	0	29	0	0	0	0	0	0	43	0
7:10 AM	1	0	6	1	13	0	0	0	0	32	0	0	0	0	0	0	53	0
7:15 AM	2	0	4	3	18	0	0	0	0	28	2	0	0	0	0	0	57	0
7:20 AM	0	0	3	2	10	0	0	0	0	22	0	0	0	0	0	0	37	0
7:25 AM	1	0	6	3	13	0	0	0	0	30	0	0	0	0	0	0	53	0
7:30 AM	3	0	4	4	13	0	0	0	0	32	1	0	0	0	0	0	57	0
7:35 AM	2	0	8	2	17	0	0	0	0	33	0	0	0	0	0	0	62	0
7:40 AM	0	0	4	6	22	0	1	0	0	27	0	0	0	0	0	0	60	0
7:45 AM	1	0	0	10	25	0	0	0	0	18	0	0	0	0	0	0	54	0
7:50 AM	0	0	7	7	32	0	0	0	0	26	1	0	0	0	0	0	73	0
7:55 AM	0	0	5	5	22	0	0	0	0	19	3	0	0	0	0	0	54	0
8:00 AM	0	0	5	3	27	0	0	0	0	26	0	0	0	0	0	0	61	0
8:05 AM	0	0	4	1	23	0	0	0	0	20	1	0	0	0	0	0	49	0
8:10 AM	2	0	3	3	26	0	0	0	0	23	1	0	0	0	0	0	58	0
8:15 AM	1	0	4	6	17	0	0	0	0	19	0	0	0	0	0	0	47	0
8:20 AM	2	0	5	2	22	1	0	0	0	15	4	0	0	0	0	0	51	0
8:25 AM	0	0	6	3	18	0	0	0	0	20	0	0	0	0	0	0	47	0
8:30 AM	0	0	3	2	21	0	0	0	0	21	0	0	0	0	0	0	47	0
8:35 AM	0	0	4	4	23	0	0	0	0	20	0	0	0	0	0	0	51	0
8:40 AM	2	0	3	2	22	0	0	0	0	21	0	0	0	0	0	0	50	0
8:45 AM	0	0	1	2	11	0	1	0	0	9	0	0	0	0	0	0	24	0
8:50 AM	1	0	1	1	15	0	0	0	0	18	2	0	0	0	0	0	38	0
8:55 AM	0	0	1	5	10	0	0	0	0	12	2	0	0	0	0	0	30	0
HOURLY TOTALS	Southbound			Westbound			Northbound			Eastbound			Pedestrians By Approach				TOTAL	
7:00 AM	10	0	57	50	200	0	1	0	0	0	314	9	0	0	0	0	641	0
7:15 AM	11	0	53	49	248	0	1	0	0	0	304	9	0	0	0	0	675	0
7:30 AM	11	0	55	52	264	1	1	0	0	0	278	11	0	0	0	0	673	0
7:45 AM	8	0	49	48	278	1	0	0	0	0	248	10	0	0	0	0	642	0
8:00 AM	8	0	40	34	235	1	1	0	0	0	224	10	0	0	0	0	553	0

INTERSECTION: Albertsons--/Blankenship--
 PROJECT ID#: 2060016
 QC JOB #: 10142105

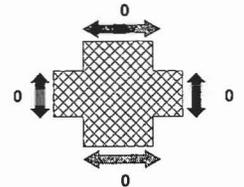
START TIME: 7:00 AM
 END TIME: 9:00 AM
 DATE: 2/2/2006



QUALITY COUNTS
 16285 SW 85th Avenue, Ste. 105
 Tigard, OR 97224
 Phone: 503-620-4242
 Fax: 503-620-4545
 email: jrw@qualitycounts.net
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PEAK HOUR PED CROSSING VOLUMES



PEAK HOUR: 7:15 AM TO 8:15 AM

PEAK 15 MINUTES: 7:30 AM TO 7:45 AM

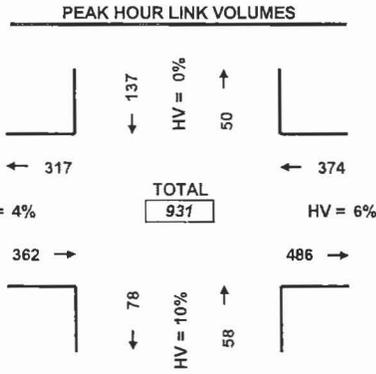
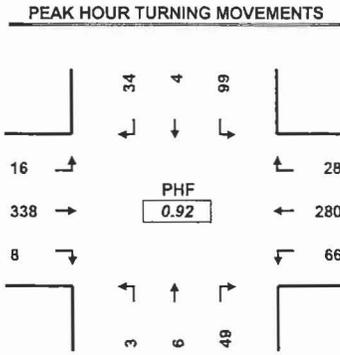
5-MINUTE COUNT PERIOD BEGINNING AT	Albertsons-- (Southbound)			Blankenship-- (Westbound)			Albertsons-- (Northbound)			Blankenship-- (Eastbound)			Crosswalk Usage (Peds By Approach)				TOTAL	
	Right	Thru	Left	North	East	South	West	Veh	Peds									
7:00 AM	0	0	0	2	10	0	0	0	3	2	18	0	0	0	0	0	35	0
7:05 AM	0	0	1	1	7	1	2	0	1	3	39	0	0	0	0	0	55	0
7:10 AM	0	0	0	0	14	2	0	0	1	4	33	0	0	0	0	0	54	0
7:15 AM	0	0	0	1	18	0	3	0	2	2	30	0	0	0	0	0	56	0
7:20 AM	0	0	0	2	13	0	1	0	0	0	27	0	0	0	0	0	43	0
7:25 AM	0	0	0	3	14	4	2	0	2	1	38	0	0	0	0	0	64	0
7:30 AM	0	0	1	7	14	2	5	0	3	1	32	0	0	0	0	0	65	0
7:35 AM	0	0	0	0	18	1	0	1	0	2	38	1	0	0	0	0	61	0
7:40 AM	1	0	1	2	24	4	1	0	2	3	32	0	0	0	0	0	70	0
7:45 AM	0	0	0	2	27	1	1	0	6	0	18	0	0	0	0	0	55	0
7:50 AM	1	0	0	1	32	0	3	0	3	1	31	0	0	0	0	0	72	0
7:55 AM	0	0	0	0	27	0	2	0	0	0	24	0	0	0	0	0	53	0
8:00 AM	1	0	1	0	30	1	1	0	0	1	31	0	0	0	0	0	66	0
8:05 AM	0	1	0	0	21	3	2	0	2	2	23	0	0	0	0	0	54	0
8:10 AM	0	0	1	0	28	3	1	0	0	2	26	0	0	0	0	0	61	0
8:15 AM	0	0	0	0	22	1	3	1	1	1	18	0	0	0	0	0	47	0
8:20 AM	0	0	0	0	22	1	2	1	2	0	23	0	0	0	0	0	51	0
8:25 AM	0	1	0	0	20	5	3	0	0	3	22	0	0	0	0	0	54	0
8:30 AM	0	0	1	0	21	2	6	2	2	3	23	0	0	0	0	0	60	0
8:35 AM	1	0	1	1	23	1	1	0	1	2	27	0	0	0	0	0	58	0
8:40 AM	0	0	2	2	21	2	0	0	1	2	22	0	0	0	0	0	52	0
8:45 AM	0	1	0	0	13	1	1	0	0	1	13	2	0	0	0	0	32	0
8:50 AM	0	0	1	5	14	2	3	0	1	4	20	0	0	0	0	0	50	0
8:55 AM	0	0	0	1	15	0	3	0	0	1	12	0	0	0	0	0	32	0
HOURLY TOTALS	Southbound			Westbound			Northbound			Eastbound			Pedestrians By Approach				TOTAL	
7:00 AM	2	0	3	21	218	15	20	1	23	19	360	1	0	0	0	0	683	0
7:15 AM	3	1	4	18	266	19	22	1	20	15	350	1	0	0	0	0	720	0
7:30 AM	3	2	4	12	285	22	24	3	19	16	318	1	0	0	0	0	709	0
7:45 AM	3	2	6	6	294	20	25	4	18	17	288	0	0	0	0	0	683	0
8:00 AM	2	3	7	9	250	22	26	4	10	22	260	2	0	0	0	0	617	0

INTERSECTION: Tannler--/Blankenship--
 PROJECT ID#: 2060016
 QC JOB #: 10142104

START TIME: 7:00 AM
 END TIME: 9:00 AM
 DATE: 2/6/2006



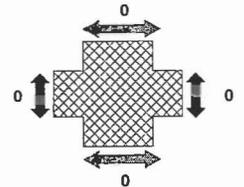
QUALITY COUNTS
 16285 SW 85th Avenue, Ste. 105
 Tigard, OR 97224
 Phone: 503-620-4242
 Fax: 503-620-4545
 email: jrw@qualitycounts.net
 www.qualitycounts.net



PEAK HOUR: 7:30 AM TO 8:30 AM

PEAK 15 MINUTES: 7:30 AM TO 7:45 AM

PEAK HOUR PED CROSSING VOLUMES



5-MINUTE COUNT PERIOD BEGINNING AT	Tannler-- (Southbound)			Blankenship-- (Westbound)			Tannler-- (Northbound)			Blankenship-- (Eastbound)			Crosswalk Usage (Peds By Approach)				TOTAL	
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	North	East	South	West	Veh	Peds
7:00 AM	1	1	9	1	13	5	3	0	0	1	16	0	0	0	0	0	50	0
7:05 AM	0	0	9	2	8	3	3	0	1	1	36	1	0	0	0	0	64	0
7:10 AM	2	0	6	1	9	2	5	0	0	1	35	1	0	0	0	0	62	0
7:15 AM	5	1	6	1	15	8	4	0	0	1	30	0	0	0	0	0	71	0
7:20 AM	3	1	8	1	12	9	9	0	0	1	26	3	0	0	0	0	73	0
7:25 AM	3	0	6	1	20	3	6	0	0	1	35	0	0	0	0	0	75	0
7:30 AM	2	0	10	0	22	2	1	0	0	1	39	2	0	0	0	0	79	0
7:35 AM	7	0	14	5	16	3	3	0	0	1	37	0	0	0	0	0	86	0
7:40 AM	4	1	10	2	24	7	4	1	0	1	34	0	0	0	0	0	88	0
7:45 AM	2	0	9	2	32	4	1	1	1	0	22	1	0	0	0	0	75	0
7:50 AM	5	0	6	2	22	6	2	0	0	0	32	3	0	0	0	0	78	0
7:55 AM	2	0	9	5	24	4	3	0	0	0	24	3	0	0	0	0	74	0
8:00 AM	1	0	6	1	21	7	6	1	1	2	31	2	0	0	0	0	79	0
8:05 AM	4	0	8	2	15	6	3	0	0	1	21	0	0	0	0	0	60	0
8:10 AM	1	1	7	3	21	5	7	1	0	0	24	2	0	0	0	0	72	0
8:15 AM	1	0	6	0	37	5	5	0	0	0	28	1	0	0	0	0	83	0
8:20 AM	3	1	8	3	19	12	5	1	0	1	24	1	0	0	0	0	78	0
8:25 AM	2	1	6	3	27	5	9	1	1	1	22	1	0	0	0	0	79	0
8:30 AM	2	1	5	5	19	8	6	0	0	1	26	1	0	0	0	0	74	0
8:35 AM	2	0	5	4	27	3	5	1	1	0	27	0	0	0	0	0	75	0
8:40 AM	0	0	7	1	18	11	8	0	0	1	19	2	0	0	0	0	67	0
8:45 AM	3	0	5	2	18	5	8	0	1	0	13	1	0	0	0	0	56	0
8:50 AM	1	0	6	1	19	8	6	0	1	1	15	3	0	0	0	0	61	0
8:55 AM	2	0	5	3	21	11	5	0	0	0	16	0	0	0	0	0	63	0
HOURLY TOTALS	Southbound			Westbound			Northbound			Eastbound			Pedestrians By Approach				TOTAL	
7:00 AM	36	4	102	23	217	56	44	2	2	9	366	14	0	0	0	0	875	0
7:15 AM	39	4	99	25	244	64	49	4	2	9	355	16	0	0	0	0	910	0
7:30 AM	34	4	99	28	280	66	49	6	3	8	338	16	0	0	0	0	931	0
7:45 AM	25	4	82	31	282	76	60	6	4	7	300	17	0	0	0	0	894	0
8:00 AM	22	4	74	28	262	86	73	5	5	8	266	14	0	0	0	0	847	0

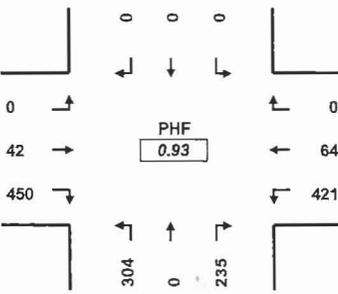
INTERSECTION: 10th St.--Blankenship Rd.--
 PROJECT ID#: 2060016
 QC JOB #: 10142103

START TIME: 7:00 AM
 END TIME: 9:00 AM
 DATE: 2/2/2006

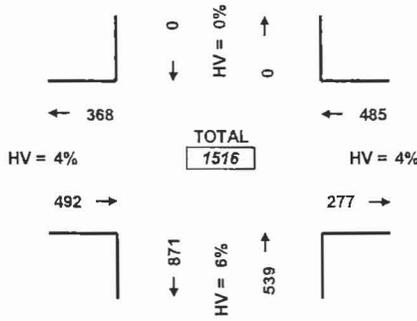


QUALITY COUNTS
 16285 SW 85th Avenue, Ste. 105
 Tigard, OR 97224
 Phone: 503-620-4242
 Fax: 503-620-4545
 email: jrw@qualitycounts.net
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PEAK HOUR TURNING MOVEMENTS



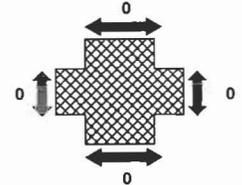
PEAK HOUR LINK VOLUMES



PEAK HOUR: 7:30 AM TO 8:30 AM

PEAK 15 MINUTES: 7:30 AM TO 7:45 AM

PEAK HOUR PED CROSSING VOLUMES



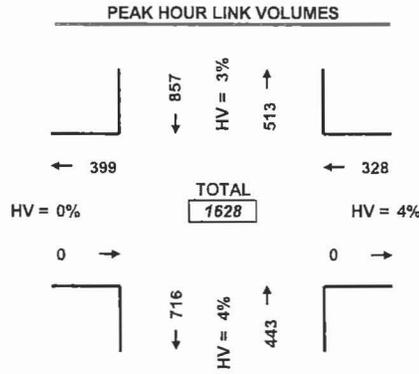
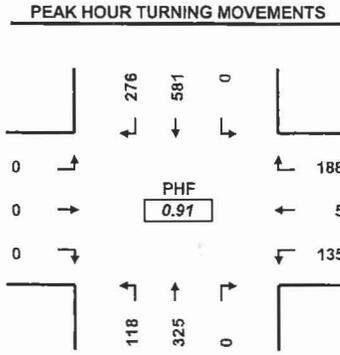
5-MINUTE COUNT PERIOD BEGINNING AT	10th St.-- (Southbound)			Blankenship Rd.-- (Westbound)			10th St.-- (Northbound)			Blankenship Rd.-- (Eastbound)			Crosswalk Usage (Peds By Approach)				TOTAL	
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	North	East	South	West	Veh	Peds
7:00 AM	0	0	0	0	1	31	9	0	15	31	2	0	0	0	0	0	89	0
7:05 AM	0	0	0	0	1	26	15	0	12	47	1	0	0	0	0	0	102	0
7:10 AM	0	0	0	0	2	31	10	0	17	43	5	0	0	0	0	0	108	0
7:15 AM	0	0	0	0	5	36	6	0	17	38	5	0	0	0	0	0	107	0
7:20 AM	0	0	0	0	7	33	11	0	17	39	0	0	0	0	0	0	107	0
7:25 AM	0	0	0	0	12	44	14	0	18	43	5	0	0	0	0	0	136	0
7:30 AM	0	0	0	0	4	46	13	0	17	41	4	0	0	0	0	0	125	0
7:35 AM	0	0	0	0	7	38	14	0	22	54	5	0	0	0	0	0	140	0
7:40 AM	0	0	0	0	7	45	14	0	24	47	5	0	0	0	0	0	142	0
7:45 AM	0	0	0	0	7	49	30	0	28	32	0	0	0	0	0	0	146	0
7:50 AM	0	0	0	0	1	34	24	0	29	36	4	0	0	0	0	0	128	0
7:55 AM	0	0	0	0	5	34	21	0	29	36	3	0	0	0	0	0	128	0
8:00 AM	0	0	0	0	7	32	16	0	21	37	5	0	0	0	0	0	118	0
8:05 AM	0	0	0	0	0	29	14	0	22	28	7	0	0	0	0	0	100	0
8:10 AM	0	0	0	0	3	23	18	0	26	37	1	0	0	0	0	0	108	0
8:15 AM	0	0	0	0	7	35	15	0	37	33	2	0	0	0	0	0	129	0
8:20 AM	0	0	0	0	7	34	29	0	23	33	4	0	0	0	0	0	130	0
8:25 AM	0	0	0	0	9	22	27	0	26	36	2	0	0	0	0	0	122	0
8:30 AM	0	0	0	0	4	28	21	0	27	32	3	0	0	0	1	0	115	1
8:35 AM	0	0	0	0	4	28	27	0	31	32	3	0	0	0	0	0	125	0
8:40 AM	0	0	0	0	1	40	36	0	23	35	3	0	0	0	0	0	138	0
8:45 AM	0	0	0	0	2	37	17	0	23	25	1	0	0	0	0	0	105	0
8:50 AM	0	0	0	0	4	27	27	0	25	27	6	0	0	0	0	0	116	0
8:55 AM	0	0	0	0	6	29	33	0	28	22	3	0	0	0	0	0	121	0
HOURLY TOTALS	Southbound			Westbound			Northbound			Eastbound			Pedestrians By Approach				TOTAL	
7:00 AM	0	0	0	0	59	447	181	0	245	487	39	0	0	0	0	0	1458	0
7:15 AM	0	0	0	0	65	443	195	0	270	468	44	0	0	0	0	0	1485	0
7:30 AM	0	0	0	0	64	421	235	0	304	450	42	0	0	0	0	0	1516	0
7:45 AM	0	0	0	0	55	388	278	0	322	407	37	0	0	0	1	0	1487	1
8:00 AM	0	0	0	0	54	364	280	0	312	377	40	0	0	0	1	0	1427	1

INTERSECTION: 10th St--I-205 SB Ramps--
 PROJECT ID#: 2060016
 QC JOB #: 10142102

START TIME: 7:00 AM
 END TIME: 9:00 AM
 DATE: 2/2/2006

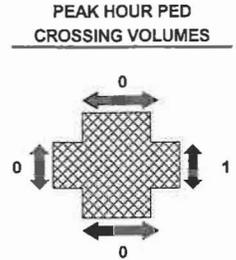


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PEAK HOUR: 7:30 AM TO 8:30 AM

PEAK 15 MINUTES: 7:45 AM TO 8:00 AM



5-MINUTE COUNT PERIOD BEGINNING AT	10th St-- (Southbound)			I-205 SB Ramps-- (Westbound)			10th St-- (Northbound)			I-205 SB Ramps-- (Eastbound)			Crosswalk Usage (Peds By Approach)				TOTAL	
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	North	East	South	West	Veh	Peds
7:00 AM	24	37	0	4	0	6	0	18	10	0	0	0	0	0	0	0	99	0
7:05 AM	30	43	0	6	0	3	0	22	13	0	0	0	0	0	0	0	117	0
7:10 AM	31	41	0	4	0	6	0	22	16	0	0	0	0	0	0	0	120	0
7:15 AM	27	51	0	5	0	7	0	16	6	0	0	0	0	0	0	0	112	0
7:20 AM	23	49	0	8	0	11	0	27	11	0	0	0	0	0	0	0	129	0
7:25 AM	28	55	0	4	0	7	0	28	6	0	0	0	1	0	0	0	128	1
7:30 AM	25	66	0	12	0	8	0	15	9	0	0	0	0	0	0	0	135	0
7:35 AM	23	60	0	11	0	13	0	23	7	0	0	0	0	0	0	0	137	0
7:40 AM	22	60	0	10	0	8	0	29	7	0	0	0	0	0	0	0	136	0
7:45 AM	33	58	0	13	1	9	0	39	5	0	0	0	0	0	0	0	158	0
7:50 AM	29	46	0	25	3	7	0	28	9	0	0	0	0	1	0	0	147	1
7:55 AM	19	48	0	18	0	12	0	29	18	0	0	0	0	0	0	0	144	0
8:00 AM	15	48	0	18	0	17	0	16	12	0	0	0	0	0	0	0	126	0
8:05 AM	25	29	0	13	0	11	0	25	8	0	0	0	0	0	0	0	111	0
8:10 AM	17	45	0	13	0	3	0	32	8	0	0	0	0	0	0	0	118	0
8:15 AM	25	47	0	18	0	13	0	28	7	0	0	0	0	0	0	0	138	0
8:20 AM	20	45	0	20	1	19	0	31	11	0	0	0	0	0	0	0	147	0
8:25 AM	23	29	0	17	0	15	0	30	17	0	0	0	0	0	0	0	131	0
8:30 AM	12	47	0	24	0	16	0	23	9	0	0	0	0	0	0	0	131	0
8:35 AM	22	44	0	17	5	10	0	35	7	0	0	0	0	0	0	0	140	0
8:40 AM	30	31	1	17	0	3	0	40	9	0	0	0	0	0	0	0	131	0
8:45 AM	23	39	0	13	0	7	1	24	6	0	0	0	0	0	0	0	113	0
8:50 AM	20	33	0	24	0	6	0	26	6	0	0	0	0	0	0	0	115	0
8:55 AM	18	31	0	24	0	14	0	34	7	0	0	0	0	0	0	0	128	0
HOURLY TOTALS	Southbound			Westbound			Northbound			Eastbound			Pedestrians By Approach				TOTAL	
7:00 AM	314	614	0	120	4	97	0	296	117	0	0	0	1	1	0	0	1562	2
7:15 AM	286	615	0	150	4	113	0	307	106	0	0	0	1	1	0	0	1581	2
7:30 AM	276	581	0	188	5	135	0	325	118	0	0	0	0	1	0	0	1628	1
7:45 AM	270	517	1	213	10	135	0	356	120	0	0	0	0	1	0	0	1622	1
8:00 AM	250	468	1	218	6	134	1	344	107	0	0	0	0	0	0	0	1529	0

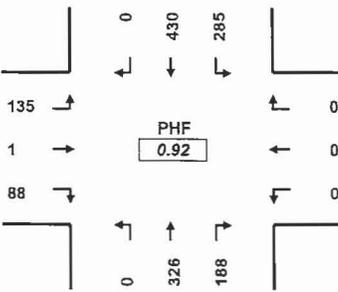
INTERSECTION: 10th St--/I-205 Ramps--
 PROJECT ID#: 2060016
 QC JOB #: 10142101

START TIME: 7:00 AM
 END TIME: 9:00 AM
 DATE: 2/2/2006

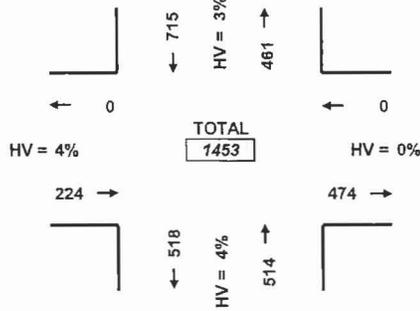


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PEAK HOUR TURNING MOVEMENTS



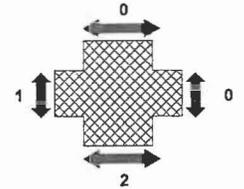
PEAK HOUR LINK VOLUMES



PEAK HOUR: 7:30 AM TO 8:30 AM

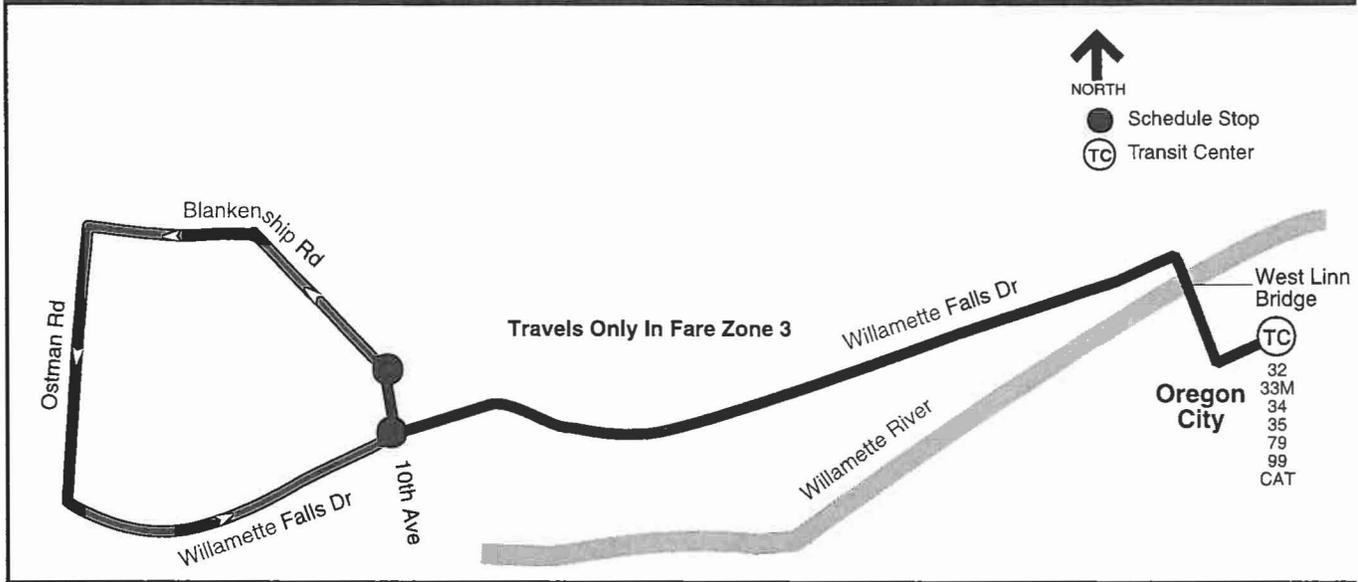
PEAK 15 MINUTES: 7:30 AM TO 7:45 AM

PEAK HOUR PED CROSSING VOLUMES



5-MINUTE COUNT PERIOD BEGINNING AT	10th St-- (Southbound)			I-205 NB Ramp-- (Westbound)			10th St-- (Northbound)			I-205 NB Ramp-- (Eastbound)			Crosswalk Usage (Peds By Approach)				TOTAL	
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	North	East	South	West	Veh	Peds
7:00 AM	0	19	22	0	0	0	16	18	0	7	0	10	0	0	0	0	92	0
7:05 AM	0	12	26	0	0	0	16	28	0	6	0	4	0	0	0	0	92	0
7:10 AM	0	15	29	0	0	0	19	22	0	11	0	12	0	0	0	0	108	0
7:15 AM	0	27	29	0	0	0	9	21	0	7	0	7	0	0	0	0	100	0
7:20 AM	0	23	31	0	0	0	16	22	0	7	0	6	0	0	0	0	105	0
7:25 AM	0	30	34	0	0	0	16	13	0	16	0	14	0	0	0	0	123	0
7:30 AM	0	35	38	0	0	0	20	19	0	7	1	7	0	0	0	0	127	0
7:35 AM	0	45	25	0	0	0	16	24	0	5	0	6	0	0	0	0	121	0
7:40 AM	0	53	26	0	0	0	23	27	0	9	0	8	0	0	0	1	146	1
7:45 AM	0	43	12	0	0	0	12	35	0	5	0	9	0	2	0	0	116	2
7:50 AM	0	27	24	0	0	0	23	39	0	4	0	9	0	0	0	0	126	0
7:55 AM	0	30	33	0	0	0	8	37	0	4	0	12	0	0	0	0	124	0
8:00 AM	0	32	29	0	0	0	11	22	0	10	0	6	0	0	0	0	110	0
8:05 AM	0	28	22	0	0	0	16	16	0	10	0	10	0	0	0	0	102	0
8:10 AM	0	35	17	0	0	0	11	23	0	9	0	17	0	0	0	0	112	0
8:15 AM	0	34	19	0	0	0	22	17	0	6	0	14	0	0	0	0	112	0
8:20 AM	0	31	31	0	0	0	16	39	0	10	0	19	0	0	0	0	146	0
8:25 AM	0	37	9	0	0	0	10	28	0	9	0	18	0	0	0	0	111	0
8:30 AM	0	40	27	0	0	0	13	22	0	5	0	7	0	0	0	0	114	0
8:35 AM	0	30	33	0	0	0	8	22	0	9	0	15	0	0	0	0	117	0
8:40 AM	0	24	22	0	0	0	19	32	0	11	0	13	0	0	0	0	121	0
8:45 AM	0	23	15	0	0	0	19	23	0	9	0	13	0	0	0	0	102	0
8:50 AM	0	21	18	0	0	0	12	19	0	8	0	10	0	0	0	0	88	0
8:55 AM	0	28	19	0	0	0	15	28	0	7	0	9	0	0	0	0	106	0
HOURLY TOTALS	Southbound			Westbound			Northbound			Eastbound			Pedestrians By Approach				TOTAL	
7:00 PM	0	359	329	0	0	0	194	305	0	88	1	104	0	0	2	1	1380	3
7:15 PM	0	408	320	0	0	0	181	298	0	93	1	111	0	0	2	1	1412	3
7:30 PM	0	430	285	0	0	0	188	326	0	88	1	135	0	0	2	1	1453	3
7:45 PM	0	391	278	0	0	0	169	332	0	92	0	149	0	0	2	0	1411	2
8:00 PM	0	363	261	0	0	0	172	291	0	103	0	151	0	0	0	0	1341	0

154-Willamette



APPENDIX D
Crash Data

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
 TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
 CRASH SUMMARIES BY YEAR BY COLLISION TYPE

I-205 Southbound ramp at 10th Street in West Linn
 2001 - 2005 2005 data could change as quality control is finished

COLLISION TYPE	FATAL CRASHES	NON- FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER- SECTION	INTER- SECTION RELATED	OFF- ROAD
YEAR: 2005														
REAR-END	0	0	1	1	0	0	0	0	1	1	0	1	0	0
2005 TOTAL	0	0	1	1	0	0	0	0	1	1	0	1	0	0
YEAR: 2003														
REAR-END	0	0	1	1	0	0	0	1	0	1	0	1	0	0
TURNING MOVEMENTS	0	0	1	1	0	0	0	1	0	1	0	1	0	0
2003 TOTAL	0	0	2	2	0	0	0	2	0	2	0	2	0	0
YEAR: 2002														
FIXED / OTHER OBJECT	0	0	1	1	0	0	0	1	0	1	0	1	0	1
REAR-END	0	0	1	1	0	0	0	0	1	1	0	1	0	0
TURNING MOVEMENTS	0	0	1	1	0	0	0	1	0	1	0	1	0	0
2002 TOTAL	0	0	3	3	0	0	0	2	1	3	0	3	0	1
FINAL TOTAL	0	0	6	6	0	0	0	4	2	6	0	6	0	1

Note: Legislative changes to DMV's vehicle crash reporting requirements, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

$$\begin{aligned}
 \text{CRASH RATE} &= \frac{6(1 \times 10^6)}{(17,540 \text{ ADT}) \times (5 \text{ yrs} \times 365 \frac{\text{days}}{\text{yr}})} \\
 &= 0.19 \text{ crashes per MEV}
 \end{aligned}$$

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
 TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
 CONTINUOUS SYSTEM CRASH LISTING

064 EAST PORTLAND FREEWAY

I-205 Southbound ramp at 10th Street in West Linn
 2001 - 2005 2005 data could change as quality control is finished

SER#	INVEST	S P E A U C O D E L G H R D C S L K K	D R S W DATE	COUNTY CITY URBAN AREA	CLASS COMPNT MLG TYP MILEPNT	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF- CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT SVRTY	CRASH TYP COLL TYP	SPCL USE TRLR QTY OWNER	MOVE FROM TO	PRTC INJ SVR TY	A S G E LICNS PED	LOC ERROR	ACTN EVENT	CAUSE
04879	CITY	NNNNN	09/13/2003	CLACKAMAS WEST LINN PORTLAND UA	19 6 0 6.57	2 10TH ST WB EXTO 10TH	INTER S 06	CROSS 0	N TRF SIGNAL	N N N	CLR DRY DAY	S-1STOP REAR PDO	01 NONE 0 PRVTE PSNGR CAR	0 STRGHT S N	01 DRVR NONE	15 M OR-Y OR<25	016	094 000 094	27 00 27
													02 NONE 0 PRVTE PSNGR CAR	0 STOP S N	01 DRVR NONE	28 M OR-Y OR<25	000	011 000	00 00
04410	CITY	NNNNN	08/07/2002	CLACKAMAS WEST LINN PORTLAND UA	16 6 0 6.57	2 10TH ST WB ENFR 10TH	INTER CN 01	CROSS 0	N TRF SIGNAL	N N N	CLR DRY DAY	O-1TURN TURN PDO	01 NONE 0 PRVTE PSNGR CAR	0 TURN-L S SW	01 DRVR NONE	00 U UNK UNK	004	000	02 02
													02 NONE 0 PRVTE PSNGR CAR	0 STRGHT N S	01 DRVR NONE	26 F OR-Y OR<25	000	000	00 00
00386	CITY	NNNNN	01/15/2003	CLACKAMAS WEST LINN PORTLAND UA	19 6 0 6.57	2 10TH ST WB EXTO 10TH	INTER CN 01	CROSS 0	N TRF SIGNAL	N N N	CLR DRY DAY	ANGL-OTH TURN PDO	01 NONE 0 PRVTE PSNGR CAR	0 STRGHT N S	01 DRVR NONE	27 M OR-Y OR<25	000	000	04 00 00
													02 NONE 0 PRVTE PSNGR CAR	0 TURN-L SE S	01 DRVR NONE	44 F OTH-Y OR<25	020	000	00 04
06682	NONE	NNNNN	11/17/2002	CLACKAMAS WEST LINN PORTLAND UA	19 6 0 7.01	4 10TH ST WB EXTO 10TH	INTER NE 06	CROSS 0	N UNKNOWN	N N N	CLD WET DAY	S-1STOP REAR PDO	01 NONE 0 PRVTE PSNGR CAR	0 STRGHT NE SW	01 DRVR NONE	33 F OR-Y OR<25	014	000	07 07
													02 NONE 0 PRVTE PSNGR CAR	0 STOP NE SW	01 DRVR NONE	39 F N-VAL OR<25	000	011	00 00
00428		NNN	01/28/2005	CLACKAMAS WEST LINN PORTLAND UA	19 6 0 7.01	4 10TH ST WB EXTO 10TH	INTER NE 06	CROSS 0	N TRF SIGNAL	N N N	RAIN WET DAY	S-1STOP REAR PDO	01 NONE 0 PRVTE PSNGR CAR	0 STRGHT NE SW	01 DRVR NONE	22 M OR-Y OR>25	026	000	07 00 07
													02 NONE 0 PRVTE PSNGR CAR	0 STOP NE SW	01 DRVR NONE	40 F OR-Y OR<25	000	011 000	00 00
05280	CITY	NNNNN	09/17/2002	CLACKAMAS WEST LINN PORTLAND UA	19 6 0 7.01	4 10TH ST WB EXTO 10TH	INTER SE 05	CROSS 0	N TRF SIGNAL	Y N N	CLR DRY DAY	FIX OBJ FIX PDO	01 NONE 0 PRVTE PSNGR CAR	0 STRGHT SE NW	01 DRVR NONE	39 F OR-Y OR<25	017	000 017	11 053 11

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
 TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
 CRASH SUMMARIES BY YEAR BY COLLISION TYPE

I-205 Northbound ramp at 10th Street in West Linn
 2001 - 2005 2005 data could change as quality control is finished

COLLISION TYPE	FATAL CRASHES	NON- FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER- SECTION	INTER- SECTION RELATED	OFF- ROAD
YEAR: 2005														
TURNING MOVEMENTS	0	0	2	2	0	0	0	1	1	1	1	2	0	0
2005 TOTAL	0	0	2	2	0	0	0	1	1	1	1	2	0	0
YEAR: 2004														
REAR-END	0	1	0	1	0	1	0	1	0	0	1	1	0	0
TURNING MOVEMENTS	0	0	1	1	0	0	0	1	0	0	1	1	0	0
2004 TOTAL	0	1	1	2	0	1	0	2	0	0	2	2	0	0
YEAR: 2003														
REAR-END	0	0	1	1	0	0	0	1	0	1	0	1	0	0
2003 TOTAL	0	0	1	1	0	0	0	1	0	1	0	1	0	0
YEAR: 2002														
REAR-END	0	0	2	2	0	0	0	2	0	1	1	2	0	0
2002 TOTAL	0	0	2	2	0	0	0	2	0	1	1	2	0	0
YEAR: 2001														
REAR-END	0	0	1	1	0	0	0	1	0	1	0	1	0	0
2001 TOTAL	0	0	1	1	0	0	0	1	0	1	0	1	0	0
FINAL TOTAL	0	1	7	8	0	1	0	7	1	4	4	8	0	0

387

Note: Legislative changes to DMV's vehicle crash reporting requirements, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

$$\text{CRASH RATE} = \frac{8(1 \times 10^6)}{15,510 \text{ ADT} (5 \text{ yr} \times 365 \frac{\text{days}}{\text{yr}})}$$

$$= 0.28 \text{ crashes per MEV}$$

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
 TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
 CONTINUOUS SYSTEM CRASH LISTING

064 EAST PORTLAND FREEWAY

I-205 Northbound ramp at 10th Street in West Linn
 2001 - 2005 2005 data could change as quality control is finished

SER#	INVEST	S D P R S W E A U C O E L G H R	DATE	COUNTY	CLASS COMPT MLG TYP MILEPNT	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF- CNTL	OFFRD RNDDBT DRVMY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	PRTC PH	INJ SVRTY	A S G E X RES	LICNS RES	PED LOC	ERROR	ACTN EVENT	CAUSE
													02 NONE PRVTE PSNGR CAR	0 STOP NW SE	01	DRVR NONE	42 M OR-Y OR<25		000		012 000	00 00
													03 NONE PRVTE PSNGR CAR	0 STOP NW SE	01	DRVR INJC	34 F OR-Y OR<25		000		012 000	00 00
													04 NONE PRVTE PSNGR CAR	0 STOP NW SE	01	DRVR NONE	56 F OTH-Y N-RES		000		012 000	00 00
														02 PSNG	NO<5	01 M		000		000	000	00
01462	STATE	N N N N N	04/22/2004	CLACKAMAS WEST LINN PORTLAND UA	19 6 0 6.46	2 10TH ST EB EXTO 10TH	INTER CN 03	CROSS N 0	N STOP SIGN	N CLR N DUSK	ANGL-OTH TURN PDO	01 NONE PRVTE PSNGR CAR	0 STRGHT N S	01	DRVR NONE	55 M OR-Y OR<25		000		000 000	02 00 00	
													02 NONE PRVTE PSNGR CAR	0 TURN-L NW N	01	DRVR NONE	36 F OR-Y OR<25	028		015 000	00 02	
04551	NO RPT	N N N	10/28/2005	CLACKAMAS WEST LINN PORTLAND UA	19 6 0 6.46	2 10TH ST EB EXTO 10TH	INTER CN 04	CROSS N 1	N UNKNOWN	N CLR N DAY	S-OTHER TURN PDO	01 NONE PRVTE PSNGR CAR	0 TURN-L NW N	01	DRVR NONE	25 M OTH-Y N-RES		044		000 000	08 00 08	
													02 NONE PRVTE PSNGR CAR	0 TURN-L NW N	01	DRVR NONE	71 F OR-Y OR<25		000	000	00 00	

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OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
 TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
 CRASH SUMMARIES BY YEAR BY COLLISION TYPE

10th Street at Blankenship Road/Salamo Road in West Linn
 2001 - 2005 2005 data could change as quality control is finished

COLLISION TYPE	FATAL CRASHES	NON- FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER- SECTION	INTER- SECTION RELATED	OFF- ROAD
YEAR: 2005														
FIXED / OTHER OBJECT	0	0	1	1	0	0	0	1	0	0	1	1	0	1
TURNING MOVEMENTS	0	1	0	1	0	1	0	1	0	1	0	1	0	0
2005 TOTAL	0	1	1	2	0	1	0	2	0	1	1	2	0	1
YEAR: 2001														
REAR-END	0	0	1	1	0	0	0	0	1	1	0	1	0	0
TURNING MOVEMENTS	0	0	1	1	0	0	0	0	1	0	1	1	0	0
2001 TOTAL	0	0	2	2	0	0	0	0	2	1	1	2	0	0
FINAL TOTAL	0	1	3	4	0	1	0	2	2	2	2	4	0	1

Note: Legislative changes to DMV's vehicle crash reporting requirements, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

$$\begin{aligned}
 \text{CRASH RATE} &= \frac{4(1 \times 10^6)}{17,300(5 \text{ yrs} \times 365 \frac{\text{days}}{\text{yr}})} \\
 &= 0.13 \text{ crashes per MEV}
 \end{aligned}$$

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
 TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
 CONTINUOUS SYSTEM CRASH LISTING

064 EAST PORTLAND FREEWAY

10th Street at Blankenship Road/Salamo Road in West Linn
 2001 - 2005 2005 data could change as quality control is finished

SER#	INVEST	S D P R S W E A U C O E L G H R D C S L K	DATE	COUNTY	CLASS COMPNT MLG TYP MILEPNT	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF- CNTL	OFFRD RNBDBT	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	PRTC INJ TYPE	INJ SVRTY	A S G E E X	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
03652	CITY	N Y N N N	09/05/2005	CLACKAMAS	19	2	INTER	3-LEG	N		Y CLR	FIX OBJ	01 NONE	0	TURN-L							059,058	01
			Mon	WEST LINN	6 0	BLANKENSHIP RD	N				N DRY	FIX	PRVTE	S NW							000	059,058	00
			3A	PORTLAND UA	6.61	10TH ST	05	2			N DLIT	PDO	PSNGR	CAR	01 DRVR	NONE	26 M	OR-Y		073,051	000		01

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
 TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
 CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Blankenship Road at Tannler Drive in West Linn
 2001 - 2005 2005 data could change as quality control is finished

COLLISION TYPE	FATAL CRASHES	NON- FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER- SECTION	INTER- SECTION RELATED	OFF- ROAD
YEAR: 2005														
ANGLE	0	1	1	2	0	1	0	2	0	2	0	2	0	0
2005 TOTAL	0	1	1	2	0	1	0	2	0	2	0	2	0	0
YEAR: 2003														
TURNING MOVEMENTS	0	0	1	1	0	0	0	1	0	1	0	1	0	0
2003 TOTAL	0	0	1	1	0	0	0	1	0	1	0	1	0	0
YEAR: 2002														
TURNING MOVEMENTS	0	0	1	1	0	0	0	1	0	1	0	1	0	0
2002 TOTAL	0	0	1	1	0	0	0	1	0	1	0	1	0	0
YEAR: 2001														
ANGLE	0	1	0	1	0	3	0	0	1	1	0	1	0	0
2001 TOTAL	0	1	0	1	0	3	0	0	1	1	0	1	0	0
FINAL TOTAL	0	2	3	5	0	4	0	4	1	5	0	5	0	0

Note: Legislative changes to DMV's vehicle crash reporting requirements, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

$$\begin{aligned}
 \text{CRASH RATE} &= \frac{5(1 \times 10^6)}{11,990 \text{ ADT} \left(5 \text{ yrs} \times 365 \frac{\text{days}}{\text{yr}} \right)} \\
 &= 0.23 \text{ crashes per MEV}
 \end{aligned}$$

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
 TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
 URBAN NON-SYSTEM CRASH LISTING

CITY OF WEST LINN, CLACKAMAS COUNTY

Blankenship Road at Tannler Drive in West Linn
 2001 - 2005 2005 data could change as quality control is finished

SER#	INVEST	S P E E D	D R I V E R	DATE	CLASS DIST FROM	CITY STREET FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF- CONTL	OFF-RD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	A G E E X	S L I C E N S R E S	PED LOC	ERROR	ACTN	EVENT	CAUSE	
																										TIME
07505	CITY	N	N	N	N	12/11/2001	17	BLANKENSHIP RD TANNER DR	INTER CN 02	3-LEG N STOP SIGN	N N Y	RAIN WET DAY	ANGL-OTH ANGL INJ	01	NONE PRVTE PSNGR CAR	0 SE NW	STRGHT SE NW	01	DRVR	INJC	44	F	OR-Y OR<25	000	000	02
														02	NONE PRVTE PSNGR CAR	0 SW NE	STRGHT SW NE	01	DRVR	INJB	56	F	OR-Y OR<25	028	018	02
														02	PSNG	INJA	36	F								
01899	CITY	N	N	N	N	05/13/2005	16	BLANKENSHIP RD TANNER DR	INTER CN 02	N STOP SIGN 0	N N N	CLD DRY DAY	ANGL-OTH ANGL INJ	01	NONE PRVTE PSNGR CAR	0 SE NW	STRGHT SE NW	01	DRVR	NONE	18	F	OR-Y OR<25	021,028	000	02,04 00 02,04
														02	NONE PRVTE PSNGR CAR	0 NE SW	STRGHT NE SW	01	DRVR	INJC	23	F	OR-Y OR<25	000	022 000	00 00
														03	NONE PRVTE PSNGR CAR	0 NW SE	STOP NW SE	01	DRVR	NONE	34	M	OR-Y OR<25	000	011 000	00 00
02108	CITY	N	N	N	N	05/26/2005	16	BLANKENSHIP RD TANNER DR	INTER CN 02	N STOP SIGN 0	N N N	CLR DRY DAY	ANGL-OTH ANGL PDO	01	NONE PRVTE PSNGR CAR	0 NE SW	STRGHT NE SW	01	DRVR	NONE	56	F	OR-Y OR<25	000	000	02 00 02
														02	NONE PRVTE PSNGR CAR	0 SE NW	STRGHT SE NW	01	DRVR	NONE	00	F	OR-Y OR<25	000	000	00 00
03498	CITY	N	N	N	N	07/09/2003	17	BLANKENSHIP RD TANNER DR	INTER CN 03	3-LEG N UNKNOWN 0	N N Y	CLR DRY DAY	O-1TURN TURN PDO	01	NONE PRVTE PSNGR CAR	0 SE SW	TURN-L SE SW	01	DRVR	NONE	47	F	OR-Y OR<25	004	019 026	08,02 00 08,02
														02	NONE PRVTE PSNGR CAR	0 NW SE	STRGHT NW SE	01	DRVR	NONE	31	F	OR-Y OR<25	000	000	00 00
01892	NONE	N	N	N	N	04/02/2002	17	BLANKENSHIP RD TANNER DR	INTER CN 04	3-LEG N STOP SIGN 0	N N N	CLR DRY DAY	S-1TURN TURN PDO	01	NONE PRVTE PSNGR CAR	0 SW NE	STRGHT SW NE	01	DRVR	NONE	16	M	OR-Y OR<25	044	007 092	092 26,10 26,10
														02	NONE PRVTE PSNGR CAR	0 SW SE	TURN-R SW SE	01	DRVR	NONE	17	M	OR-Y OR<25	000	000	

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OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Blankenship Road at 13th Street in West Linn
2001 - 2005 2005 data could change as quality control is finished

COLLISION TYPE	FATAL CRASHES	NON- FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER- SECTION	INTER- SECTION RELATED	OFF- ROAD
----------------	------------------	--------------------------	----------------------------	------------------	------------------	-------------------	--------	-------------	-------------	-----	------	-------------------	------------------------------	--------------

YEAR:

TOTAL

FINAL TOTAL

Note: Legislative changes to DMV's vehicle crash reporting requirements, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

CRASH RATE = 0.00 crashes per MEV

APPENDIX E
Background
Growth



OPERATIONAL ANALYSIS

Background Traffic

Prior to assigning the site trips and diverted-linked trips to the study intersections, the existing volumes were increased in order to account for anticipated growth in the study area. Based on historical traffic volumes in the site vicinity and on the 10th Street corridor, a three percent growth rate was applied to the year 2006 traffic volume data. It is expected that this site could be developed and occupied by 2007, so the growth rate was applied over a period of one year to generate year 2007 background traffic volumes.

In addition to the growth rate, in-process trips from approved development were added to the existing traffic volumes to accommodate for the expected site trips associated with the Blackhawk Office Building. The in-process trips for all analysis periods are illustrated in figures included in the technical appendix.

The anticipated year 2007 background traffic volumes are shown in Figures 12, 13 and 14 on pages 22, 23 and 24. The sum of the background traffic volumes and all site-generated traffic from the proposed development is shown in Figures 15, 16 and 17 on pages 25, 26 and 27.

APPENDIX F
In-Process Traffic



Roy Kim
January 25, 2006
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Existing Conditions

Blankenship Road is a three-lane minor arterial with a center two-way left-turn lane on the west side of Tannler Drive and left turn lanes on the east side of Tannler Drive. The posted speed is 25 mph. Bike lanes are in place on both sides of the street west of Tannler. The south side of Blankenship Road also has existing sidewalk.

Tannler Drive is a two-lane minor arterial with a posted speed of 25 mph. It has existing curb and gutter, and striped on-street parking on both sides.

Salamo Road is a two-lane minor arterial with a posted speed of 40 mph. It currently does not have curbs, gutters or on-street parking.

Tenth Street is a three-lane minor arterial with no posted speed. It has curb, gutter and sidewalk in place on the west side, and a paved shoulder on the east side. A bike lane is in place on the west side of 10th Street.

Manual turning movement count data was collected from April of 2004 through January of 2006 from 4:00 to 6:00 PM. Count data more than one year old was updated by applying a growth factor of 3 percent per year and balancing the resulting traffic volumes to match with the newer count data. The peak hour was approximately 4:55 to 5:55 PM weekdays. The existing traffic volumes at the study area intersections are included in Figure 2 the appendix. Detailed count data for each existing intersection is also included in the appendix.

Trip Generation

To estimate the number of trips that could be generated by future development in the area, trip rates from the manual *TRIP GENERATION*, Seventh Edition, published by the Institute of Transportation Engineers (ITE), were used.

For year 2015 traffic conditions, nearby undeveloped properties were examined to determine the level of development possible under the current zoning. The anticipated future traffic volumes included trips from the following anticipated developments:

- 206,000 square feet of office space on the "Tannler West" parcel located west of Tannler Drive and north of Blankenship Road,



Roy Kim
January 25, 2006
Page 3 of 9

- 50 single family dwellings on property located west of Salamo Road and north of Greene Street,
- 50 single family dwellings on property located at the end of Wisteria Road,
- 27 single family dwellings on property located at the end of Tamarisk Drive, and
- 18 single-family dwellings on property located at the north end of Tannler Drive.

Trip generation calculations for each of these developments are included in the appendix to this report.

Trip Distribution

For the anticipated office development on the "Tannler West" parcel, trips were assigned to the street system using the "Office Uses" trip distribution percentages shown in Figure 3 of the appendix. This distribution was also used for the office portion of the Tannler East development.

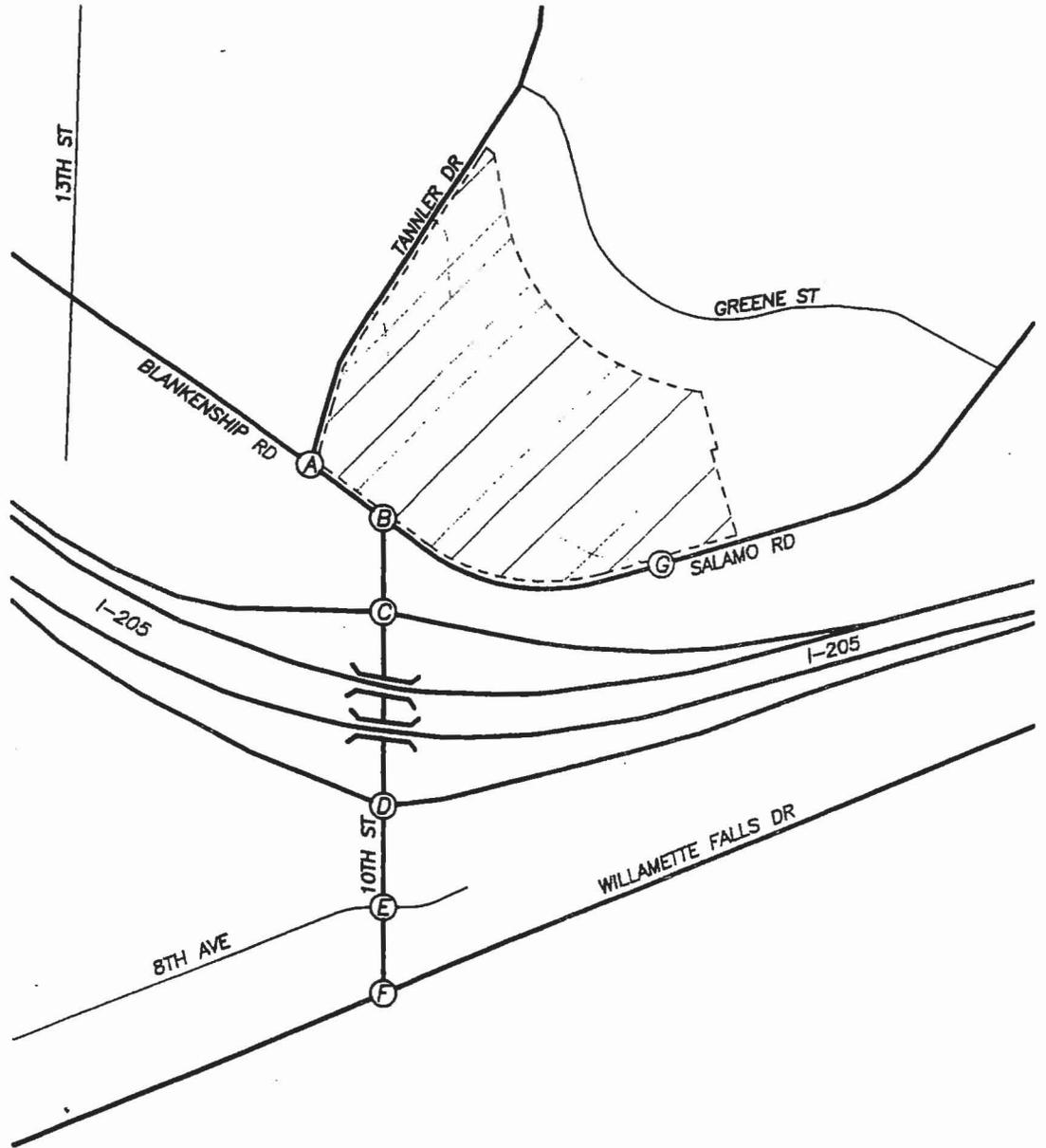
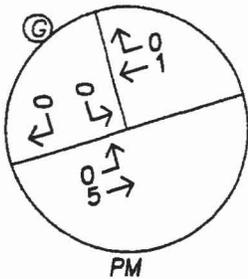
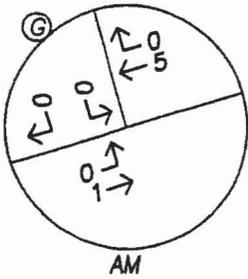
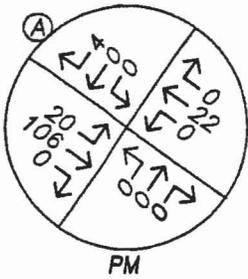
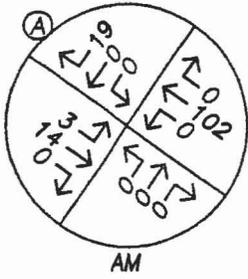
Since the surrounding community is primarily residential in character, trips generated by the four residential developments were assigned to the street system based primarily on the existing intersection turning movement volumes.

The trips assignment for the previously approved Blackhawk Building and the proposed Tannler East Development, turning movement volumes were taken from the traffic impact studies prepared for these projects. Site trips and diverted-linked trips from the Tannler East Development are illustrated in Figures 4 and 5 in the appendix.

The anticipated in-process trips from all other known and potential developments in this area are illustrated in Figure 6 in the appendix to this letter.

These developments account for the majority of the potential traffic growth in the site vicinity. An additional background growth rate of one percent per year was added to the existing traffic volumes, however, in order to account for additional trips generated by facilities outside the immediate area of the site.

The projected total year 2015 traffic volumes including site trips from all potential development are shown in Figure 7 in the appendix. These volumes also account for the anticipated realignment of Tannler Drive.



4e

IN PROCESS DEVELOPMENT TRIPS
 Approved Development through 2006
 Weekday AM and PM Peak Hours

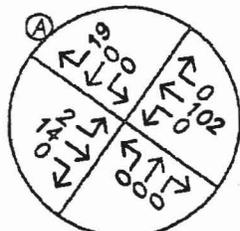
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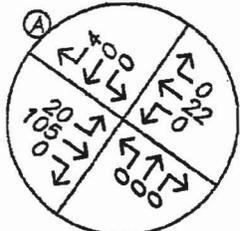
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FIGURE
11

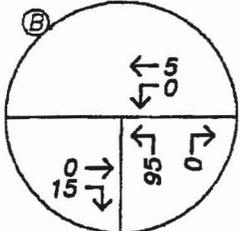
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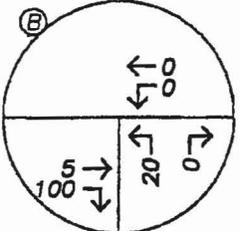
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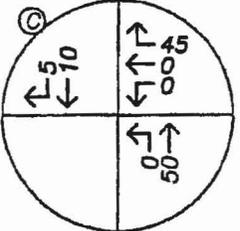
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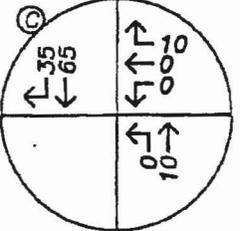
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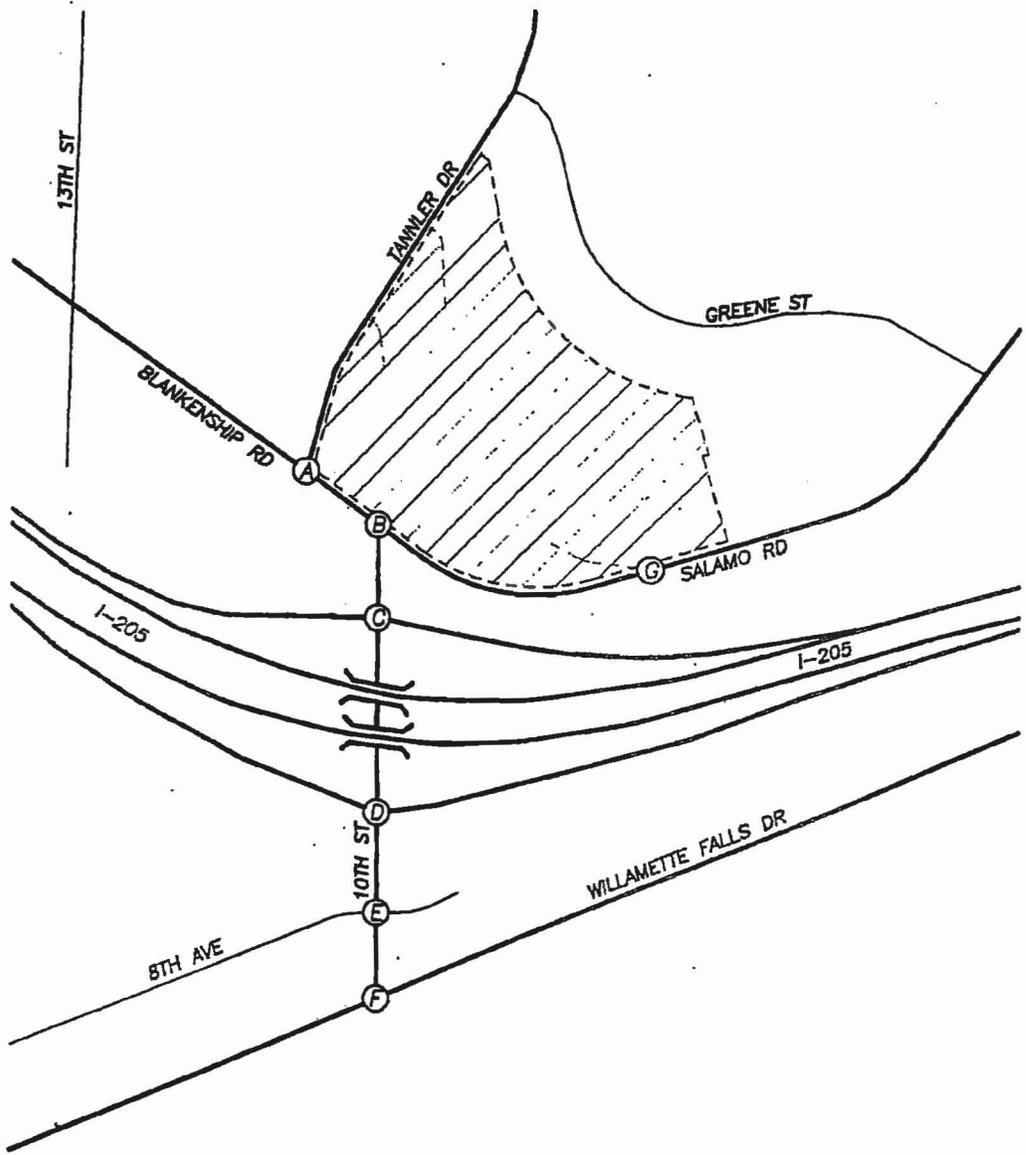
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AM



PM

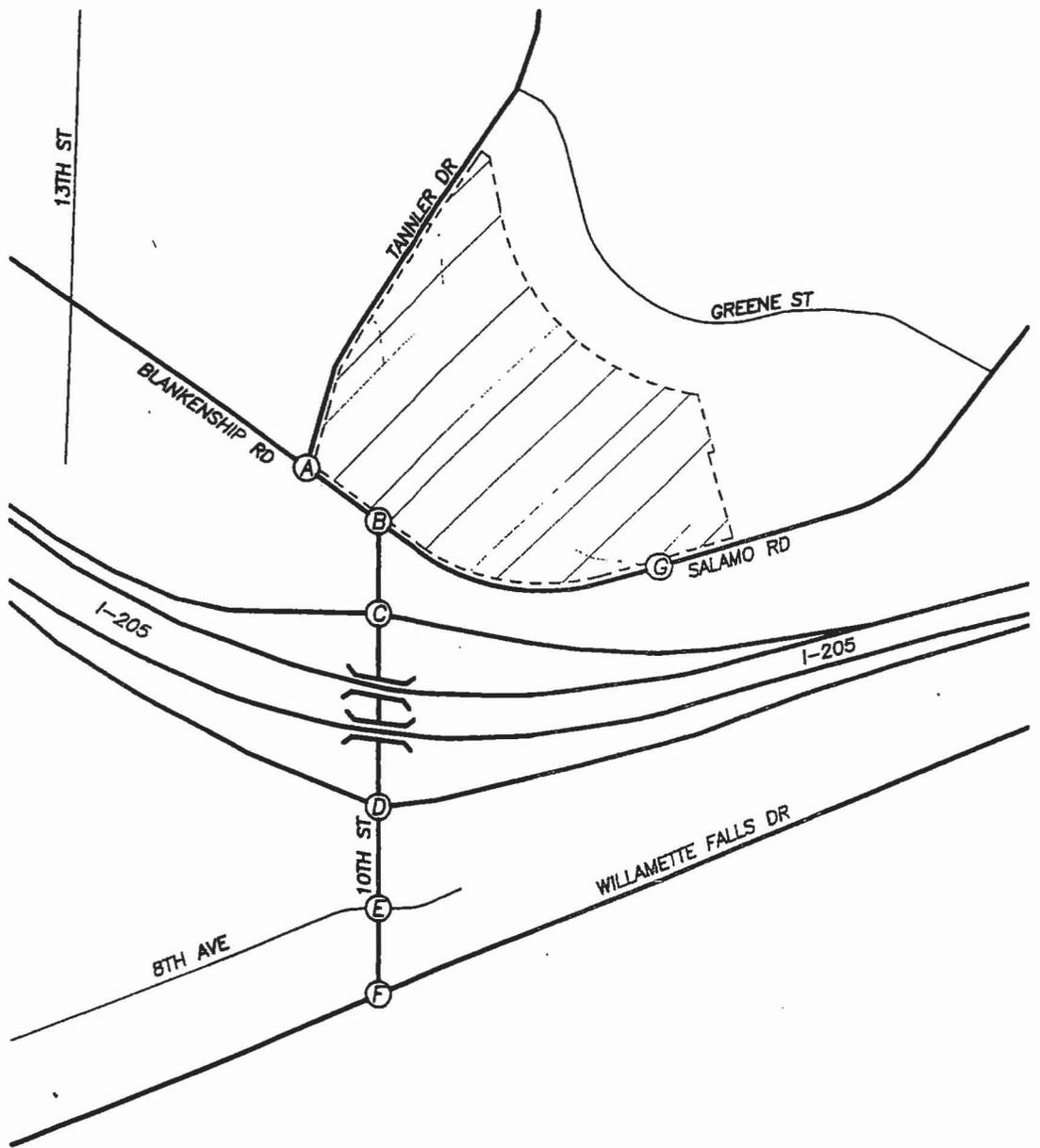
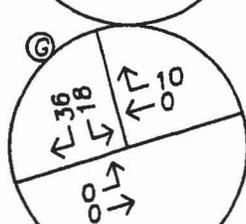
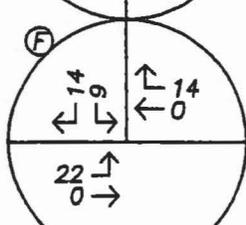
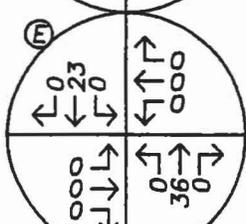
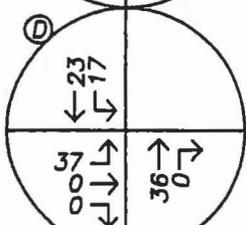
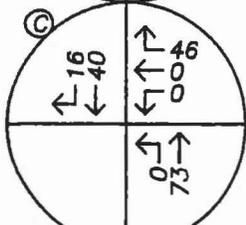
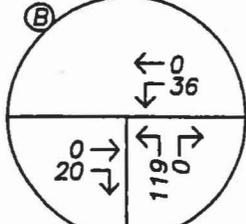
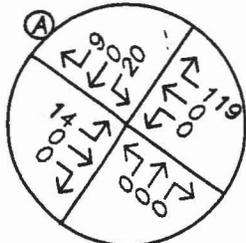


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IN PROCESS DEVELOPMENT TRIPS
 Approved Development through 2006
 Weekday AM and PM Peak Hours



FIGURE
 2
 APPENDIX



Le

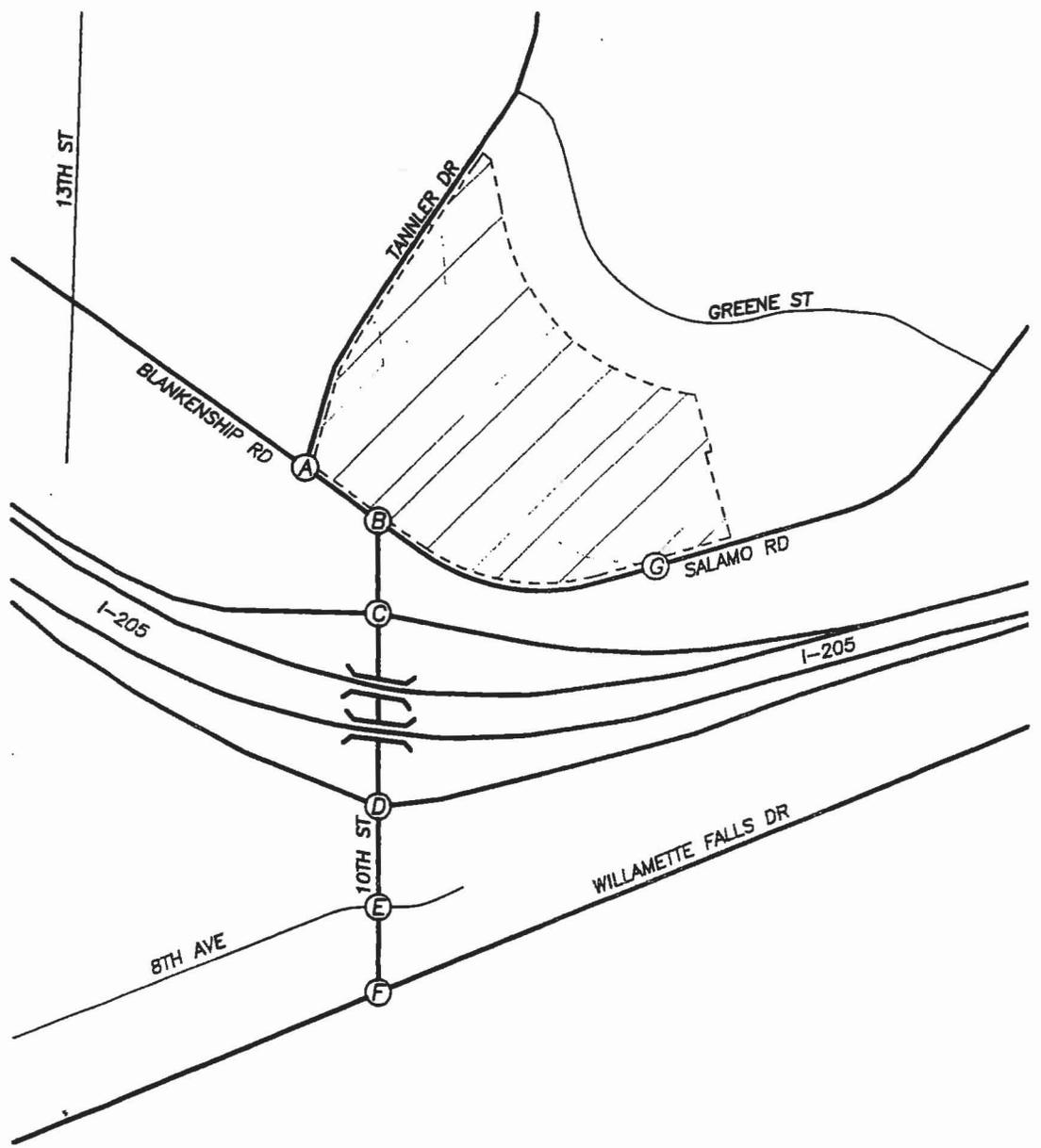
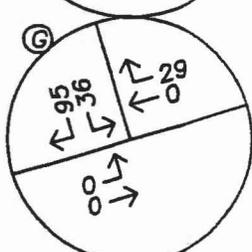
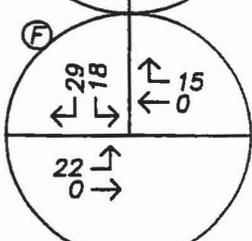
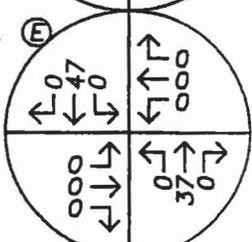
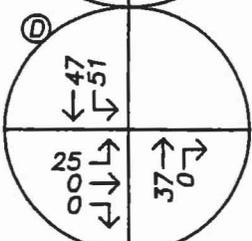
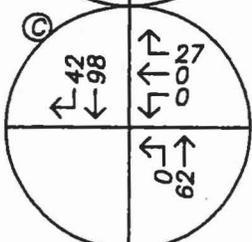
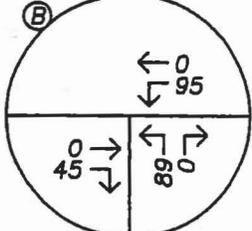
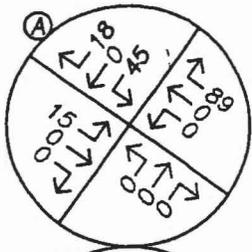
SITE-GENERATED TRAFFIC (Tanner East In-Process)
 Proposed Development Plan
 Weekday AM Peak Hour

402



FIGURE 6

PAGE 14



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SITE-GENERATED TRAFFIC (Tannler East In-Process)
 Proposed Development Plan
 Weekday PM Peak Hour

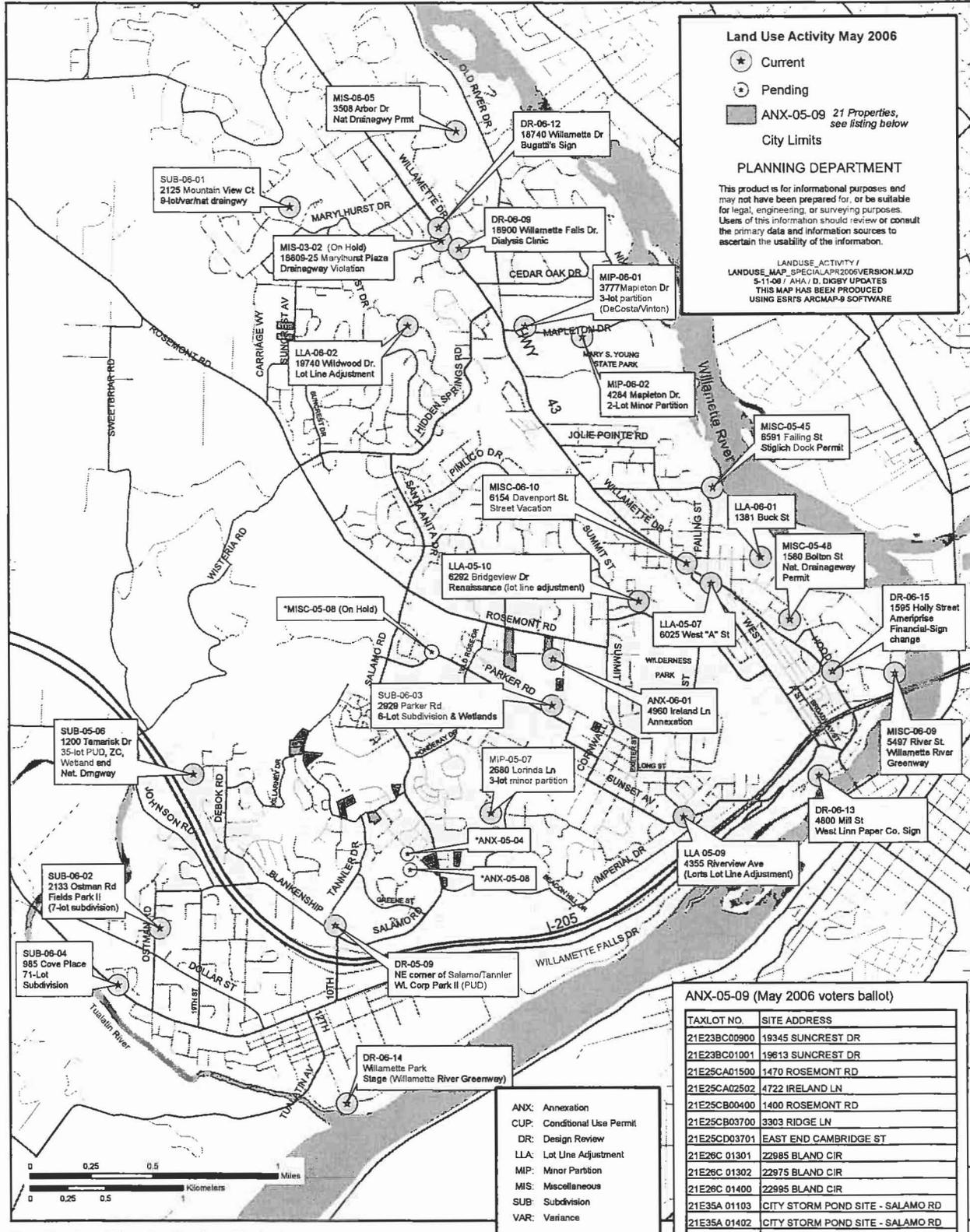


FIGURE 7

PAGE 15



City of West Linn Land Use Activity Map May 2006



Land Use Activity May 2006

- ★ Current
- Pending
- ANX-05-09 21 Properties, see listing below

City Limits

PLANNING DEPARTMENT

This product is for informational purposes and may not have been prepared for, or be suitable for, legal, engineering, or surveying purposes. Users of this information should review or consult the primary data and information sources to ascertain the usability of the information.

LANDUSE_ACTIVITY / LANDUSE_MAP_SPECIALAPR2006.VERSION.MXD
5-11-06 / AHA / D. DIGBY UPDATES
THIS MAP HAS BEEN PRODUCED USING ESRI'S ARCMAP-9 SOFTWARE

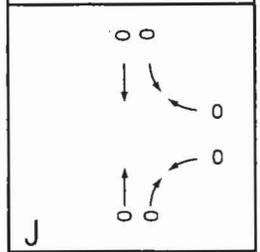
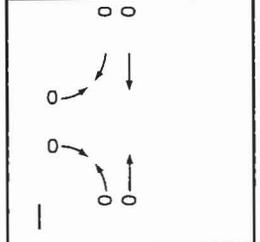
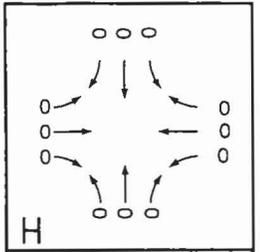
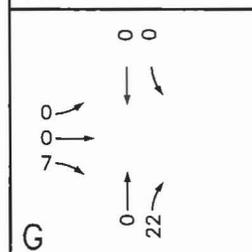
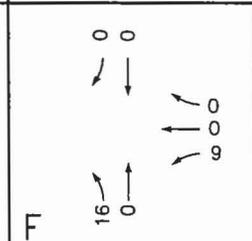
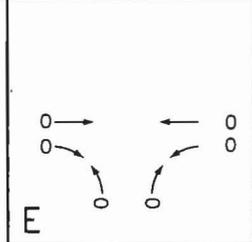
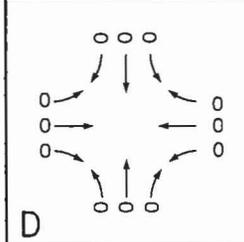
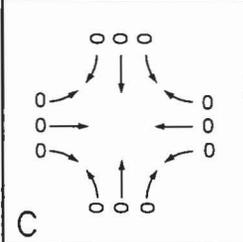
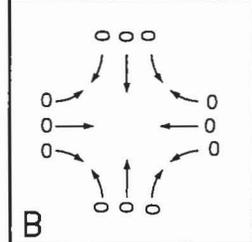
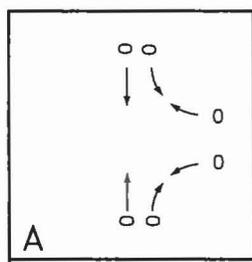
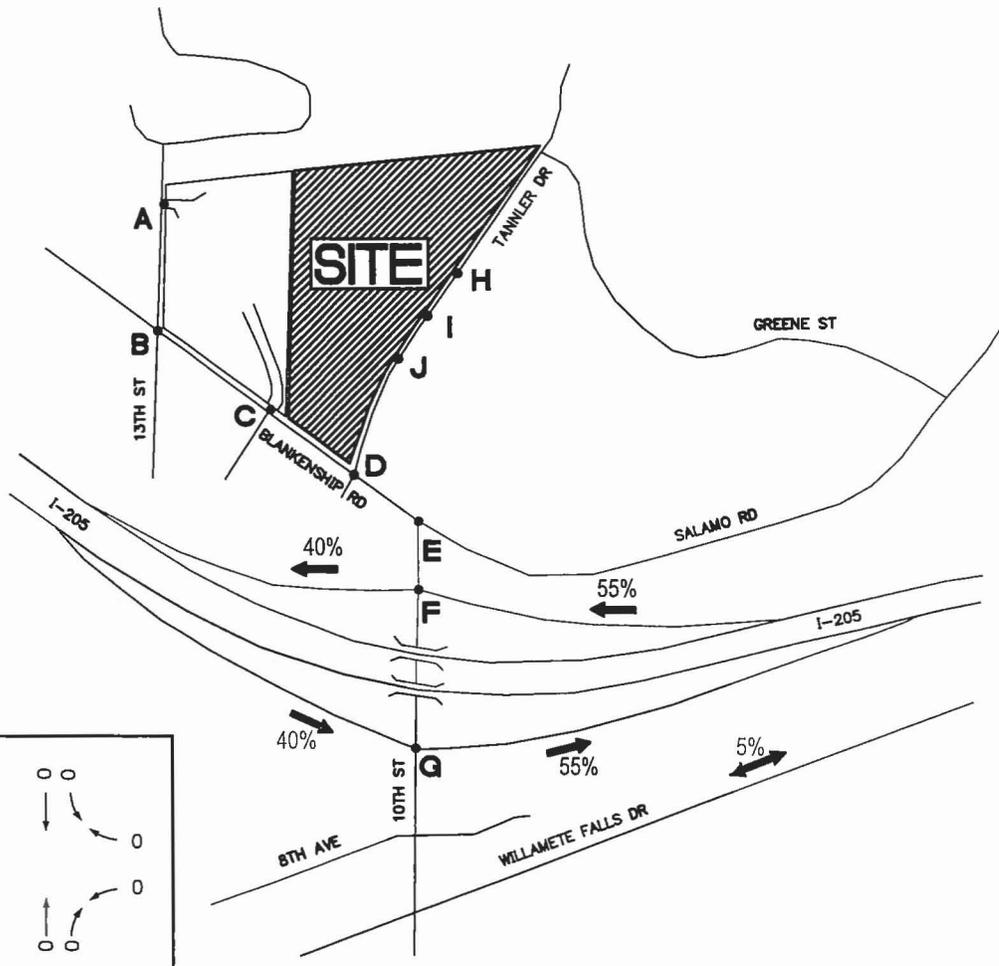
ANX-05-09 (May 2006 voters ballot)

TAXLOT NO.	SITE ADDRESS
21E23BC00900	19345 SUNCREST DR
21E23BC01001	19613 SUNCREST DR
21E25CA01500	1470 ROSEMONT RD
21E25CA02502	4722 IRELAND LN
21E25CB00400	1400 ROSEMONT RD
21E25CB03700	3303 RIDGE LN
21E25CD03701	EAST END CAMBRIDGE ST
21E26C 01301	22985 BLAND CIR
21E26C 01302	22975 BLAND CIR
21E26C 01400	22995 BLAND CIR
21E35A 01103	CITY STORM POND SITE - SALAMO RD
21E35A 01402	CITY STORM POND SITE - SALAMO RD
21E35A 02800	3401 HASKINS LN
21E35AC00500	3185 HASKINS RD
21E35AC00600	3185 HASKINS RD
21E35AC11500	23182 BLAND CIR
21E35B 00400	23010 BLAND CIR
21E35B 00502	23112 BLAND CIR
21E35B 00504	RESERVOIR SIITE - BLAND CIR
21E35DA02201	CITY OPEN SPACE SITE - SALAMO RD
21E36BA03900	4184 REED ST

ANX: Annexation
CUP: Conditional Use Permit
DR: Design Review
LLA: Lot Line Adjustment
MIP: Minor Partition
MIS: Miscellaneous
SUB: Subdivision
VAR: Variance

***Pending Land Use Applications/Projects**

PROJECT / FILE NO.	DESCRIPTION	PROJECT NAME	STATUS
*ANX-05-04	3000 Haskins Rd	Jajou annexation	May 2006 voters ballot
*ANX-05-08	3130 Haskins Rd	ICON annexation	May 2006 voters ballot
*MISC-05-08 (On Hold)	3151 Parker Rd	city/sch dist/lacrosse	boundary adjustment



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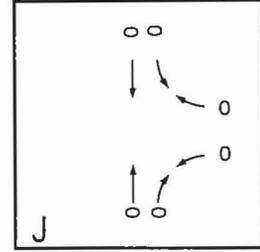
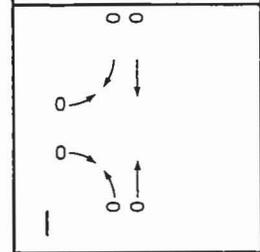
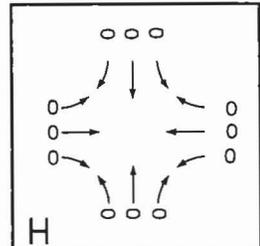
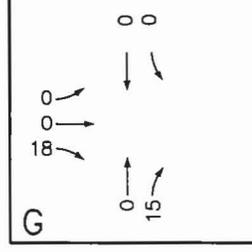
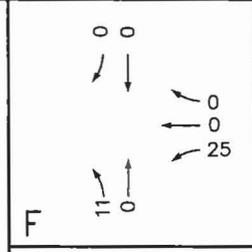
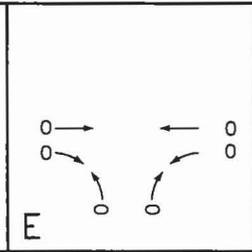
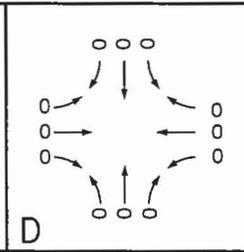
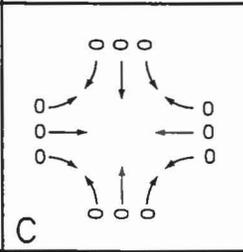
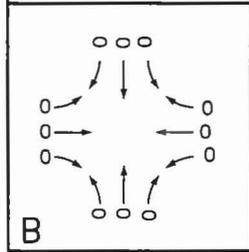
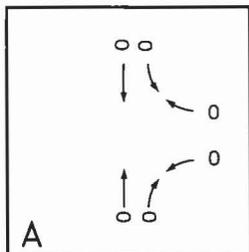
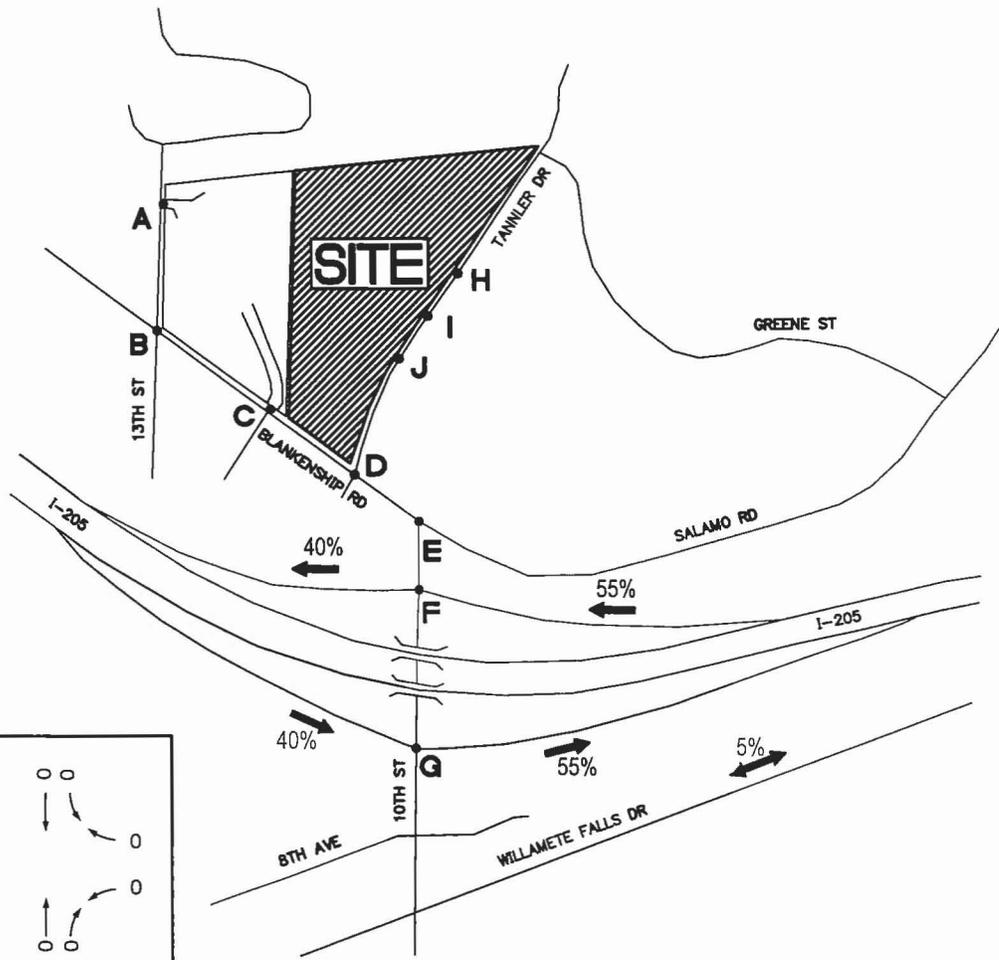
TOTAL TRIPS
ENTER 17
EXIT 40

GROUP
MACKENZIE
Portland OR Vancouver WA Tacoma WA Seattle WA
503.224.9580 360.895.7878 253.471.0551 206.749.8983
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DATE: 6.20.06
DRAWN BY: WSB
CHECKED BY: BTA
JOB NO: **405**
2060016.00

IN PROCESS TRAFFIC (AM)
FIELDS PARK II AND 985 COVE PLACE
WILLAMETE 205 CORP CENTER
WEST LINN, OREGON

FIGURE




 NOT TO SCALE

TOTAL TRIPS
 ENTER 45
 EXIT 27

GROUP
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 603.224.9560 360.695.7879 253.471.0551 206.749.9993
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DATE: 6.20.06
 DRAWN BY: WSB
 CHECKED BY: BTA
406
 JOB NO: 2060016.00

IN PROCESS TRAFFIC (PM)
FIELDS PARK II AND 985 COVE PLACE
WILLAMETE 205 CORP CENTER
WEST LINN, OREGON

FIGURE

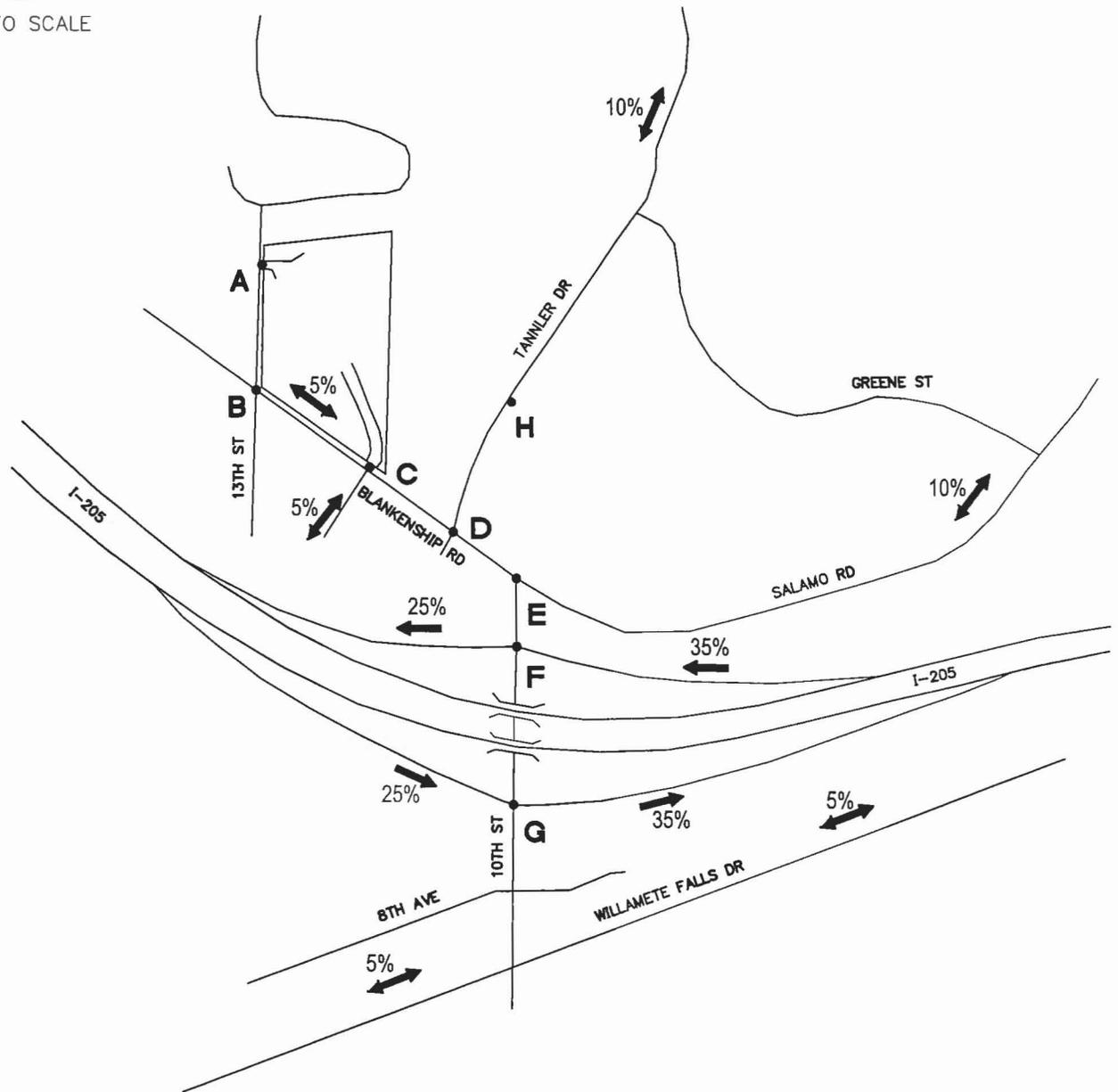
ITE TRIP GENERATION RATES - Willamette 205 Corp Center

ITE Ed.	ITE CODE	LAND USE	VAR	RATE	ADT	AM Enter	AM Exit	PM Enter	PM Exit
7	710	General Office (Buildout)	KSF	300	3109	397	54	71	344
		Phase 1 (36%)	KSF	107.5	1119	143	19	26	124

APPENDIX H
Trip Distribution



NOT TO SCALE



GROUP

MACKENZIE

Portland OR Vancouver WA Tacoma WA Seattle WA
503.224.9580 360.895.7879 253.471.0551 206.749.9999

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DATE: 6.20.06

DRAWN BY: WSB

CHECKED BY: BTA

JOB NO: **410**
2060016.00

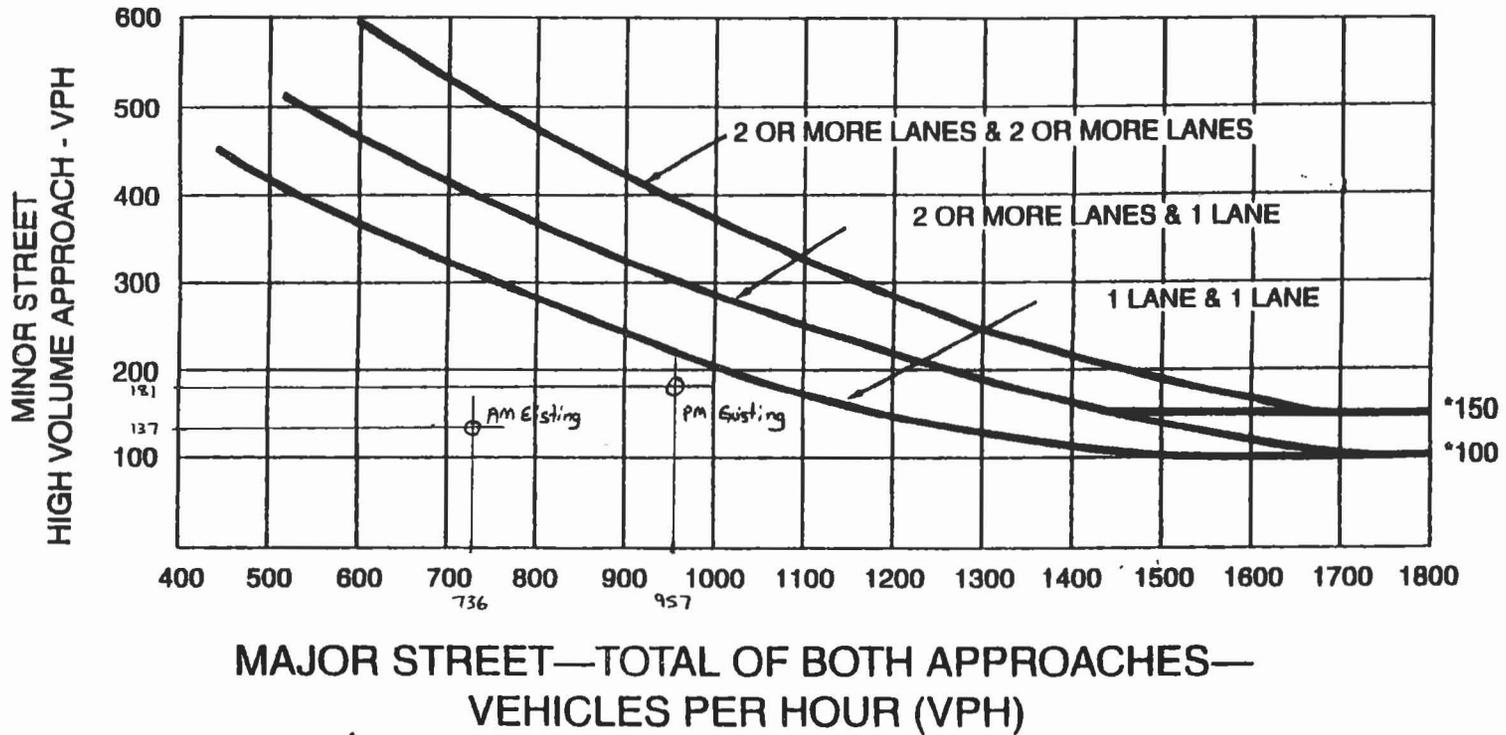
SITE TRIP DISTRIBUTION

**WILLAMETTE 205 CORP CENTER
WEST LINN, OREGON**

FIGURE

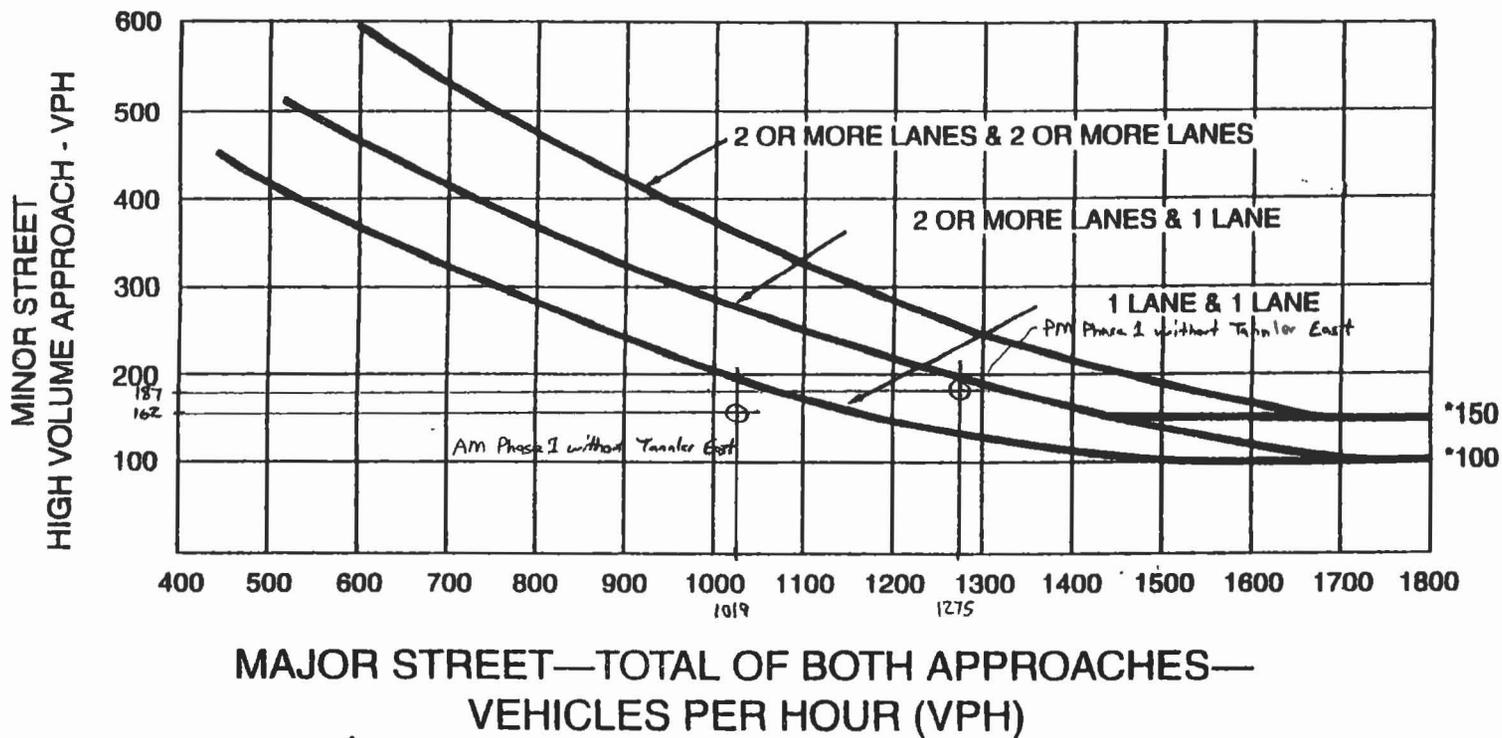
APPENDIX I
Warrant Analysis

Existing
 Blankenship Rd / Tanner Dr
Figure 4C-3. Warrant 3, Peak Hour



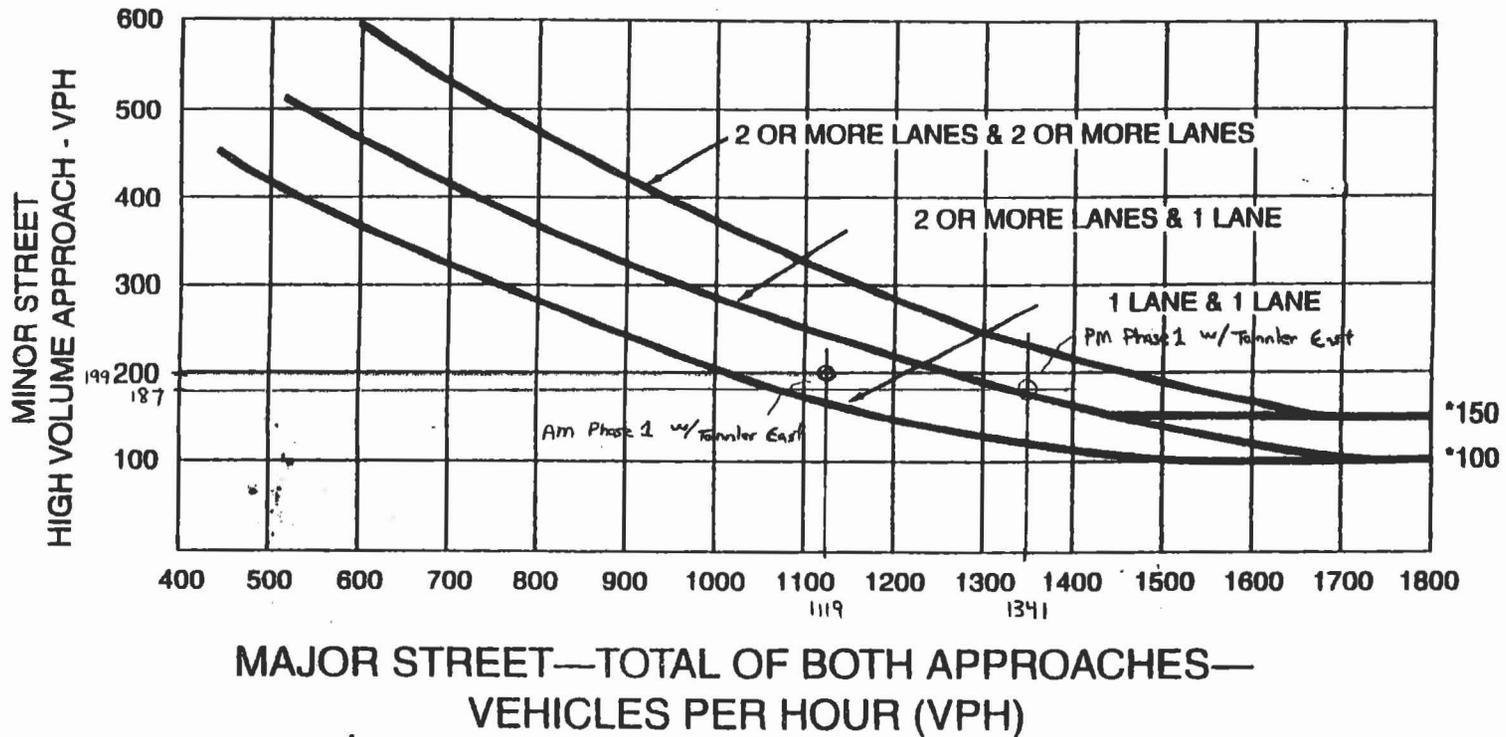
*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Phase 1 without Tanner East
 Blankenship Rd / Tanner Dr
Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Phase 1 with Tanner East
 Blankenship Rd / Tanner Dr.
Figure 4C-3. Warrant 3, Peak Hour

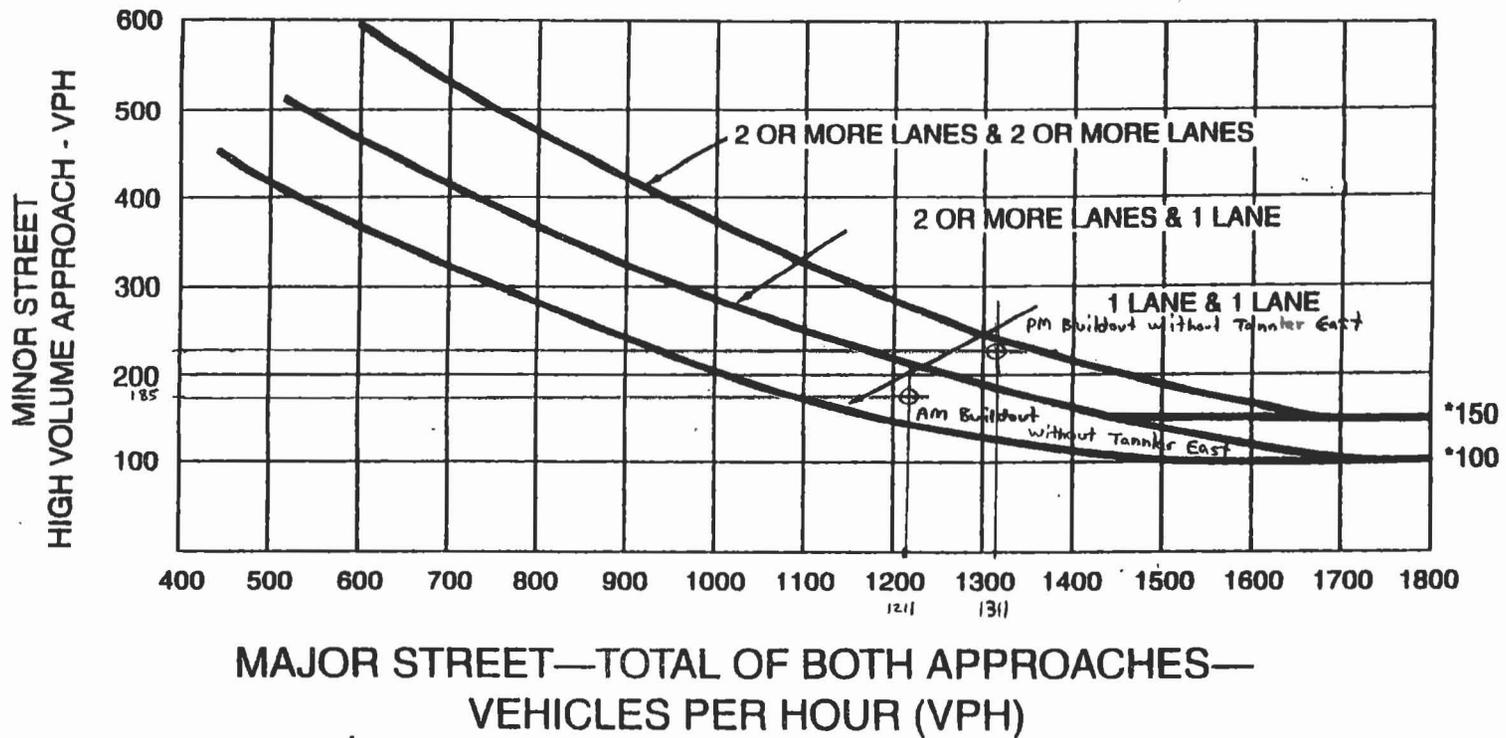


*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Buildout without Tanner East

Blankenship Rd / Tanner Dr

Figure 4C-3. Warrant 3, Peak Hour

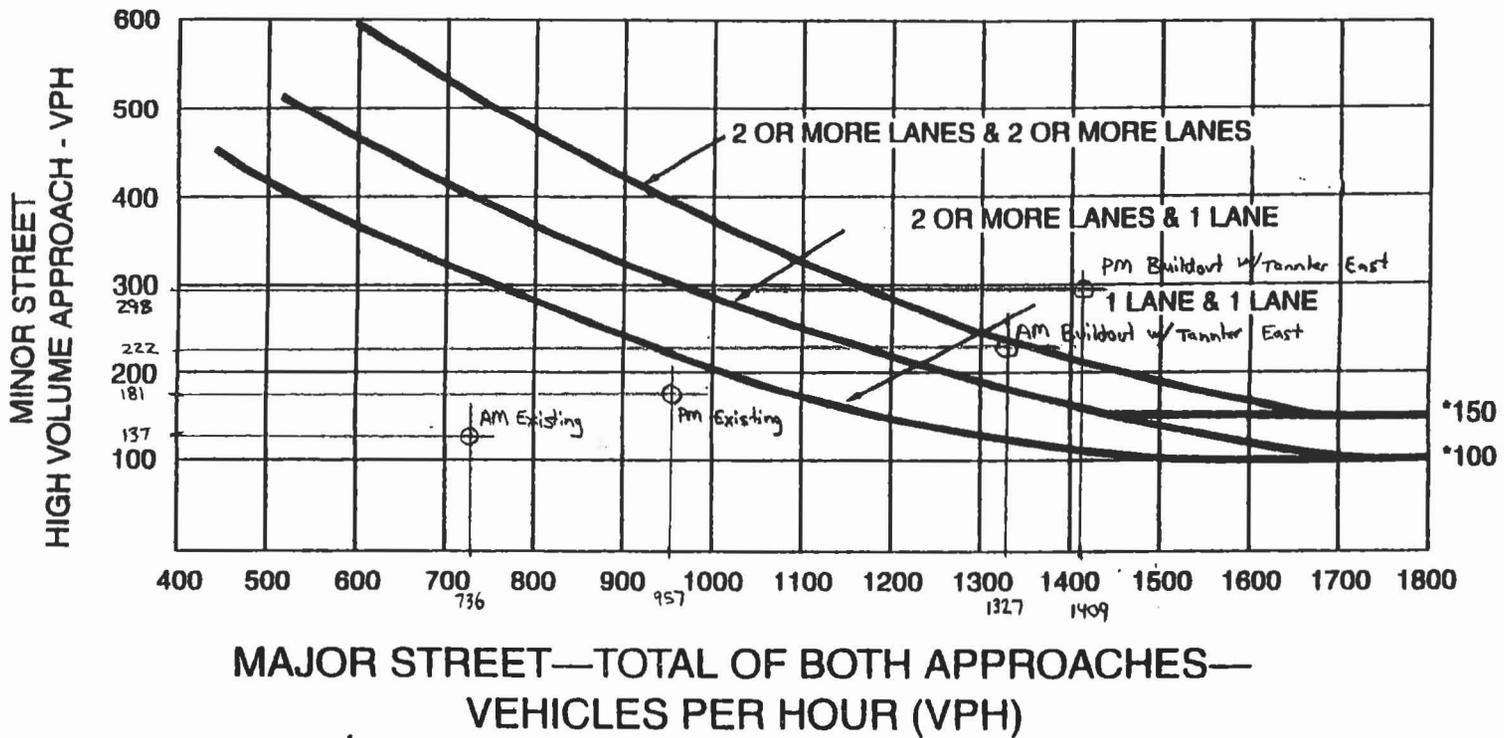


*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Buildout with Tanner East

Blankenship Rd / Tanner Dr

Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.